

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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## Manufacturers' Record.

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BALTIMORE, JUNE 15, 1894.

IN 1883 Col. J. W. Sloss made a report to the directors of the Sloss Iron Co. in which he predicted that the day would come when iron would be made in the Birmingham district for \$9.00 a ton. This was so much below the cost of the iron being made at that time that the directors laughed at him; but now, ten years afterward, iron is being made \$3.00 a ton less than Colonel Sloss predicted.—Birmingham Age-Herald.

As the Birmingham district led in the great development of the South's iron interests, it promises now to take the lead in starting steel-making by the erection of a \$1,000,000 plant at Bessemer.

MR. HENRY FONDE, president of the Alabama Land & Development Co., which controls 600,000 acres of land in Alabama and Mississippi along the Mobile & Ohio Railroad, in a letter to the MANUFACTURERS' RECORD, says:

The Augusta Convention was in many respects a disappointment to me, although I believe it will be productive of benefit by the advertising it gave and the interest it shows that is now felt by the Southern people in immigration. There should have been more business and less speech-making, more prominence or opportunity given to practical business men and less to prominent officials or politicians. However, I still hope the movement may take a more practical shape, and that an organization may be the result having financial strength and definitely formulated policy."

A CORRESPONDENT OF THE MANUFACTURERS' RECORD states that the immigration agent of the Georgia Southern & Florida Railroad has in five years located 9000 people along 150 miles of that road in Georgia, an average of sixty to the mile. Most of them have been planted in colonies. Why can't our railroads do the same thing? Surely South Carolina should be more attractive than wiregrass Georgia!—Columbia (S. C.) State.

When South Carolina adopts such laws as encourage, rather than discourage, railroad operations; adopts and enforces good laws that give assurance of protection to life and property, and then "hustles" as Georgia is doing and has done to secure men and money, it can accomplish equally as great results. But so long as the leading paper of the State opposes any work in behalf of immigration, and practically says to the world we are satisfied; we have enough people and don't need any more; if you come we will tolerate you, nothing more; railroads can't afford to do what they are doing in Georgia.

## A MOMENTOUS MOVEMENT.

### Proposed Meeting in New York of Men Foremost in Southern Development.

A Number of the Wealthiest and Most Influential Business Men in New York, Having Large Southern Interests, Unite in a Call for Such a Meeting.

The MANUFACTURERS' RECORD invites the attention of its readers to the following correspondence calling for a meeting in New York of business men, North and South, interested in the advancement of the South, to discuss ways and means to develop the varied resources of this section, to attract the attention of the world to its great advantages, and to draw men, money and manufactures to this favored region:

OFFICE OF  
THE AUGUSTA RAILWAY CO.  
AND

AUGUSTA ELECTRIC LIGHT & MOTOR CO.

AUGUSTA, June 4.

R. H. Edmonds, Editor Manufacturers' Record,  
Baltimore, Md.:

Dear Sir—Having taken the initiative some weeks ago in securing the Southern Immigration and Industrial Congress for Augusta, and representing large investments of Northern and British capital here and elsewhere in the South, and feeling that the universal interest in behalf of immigration and industrial progress manifested at this congress ought to be followed up, I take the liberty of making to you, as editor of the publication which is recognized as the leader in advocating Southern development, the following suggestion: That as a means of making the work of this convention most fruitful of results, you shall issue a call for a meeting in New York at some early day of men who, by reason of investments in the South, are most anxious to see some practical plan inaugurated, and that Southern men who may sympathize with this idea be invited to attend and participate in such meeting.

While a great deal of good may come of the work of this congress if its enthusiasm and interest be followed up by practical work, nevertheless there are good reasons to fear that without some supplemental endeavor such as I have suggested, conventions of this kind will come to be considered merely occasions for sentimental, patriotic and South-laudatory talk.

If you will act upon this suggestion of mine I am satisfied that a large meeting of Northern men who have invested their money in Southern property and Southern securities and of Southern men who mean business will be the outcome, and that in New York city such a meeting as this, composed of men of affairs, will thresh out a plan that will result in more real good than all the conventions that have heretofore been held, mainly to resolve that something must be done. This meeting should be for business and not for eloquence.

Trusting that you may see your way clear to communicate with such gentlemen as are most likely to take part in the work proposed, I am, Yours very respectfully, D. B. DYER, Pres.

My Dear Mr. Edmonds:

I concur in Colonel Dyer's most opportune suggestion that you call a meeting of business men to supplement in a practical way the work of our Immigration and Industrial Congress. The time for action is at hand. The work of the congress was good; let us all try to make it better. It will be my pleasure, as well as my duty, at all times to support every movement looking to the industrial development of the South.

Yours very truly, PATRICK WALSH.

MANUFACTURERS' RECORD.

A Weekly Southern Industrial, Railroad and Financial Newspaper.

BALTIMORE, MD., June 7.

Col. R. Wayne Wilson, 23 Park Row, New York:

My Dear Sir—Because of your active interest in all that has to do with the advancement of the South, and because of your acquaintance and

contact with the leaders in Southern development in New York, I send you the accompanying letters from Col. D. B. Dyer and Senator Patrick Walsh. The suggestion made in these letters has my hearty approval, and I entirely concur in all that Colonel Dyer and Mr. Walsh have said. I should be glad to bring about such a meeting as they suggest, and in furtherance of that end I am going to ask you to confer with such men as Messrs. Inman, Swann & Co., R. T. Wilson & Co., Henry B. Plant, William Steinway, H. B. Claflin Co., Hon. William L. Trenholm, Hon. Abram S. Hewitt, Capt. Hugh R. Garden, etc., and others of prominence and influence, who are Southerners or have Southern interest or business relations with the South, and learn whether or not they will support and co-operate with such a meeting. Very truly yours,

R. H. EDMONDS,  
Editor and General Manager.

NEW YORK, June 12.

Col. R. Wayne Wilson, 23 Park Row, New York:

Dear Sir—We have considered the communications of Col. D. B. Dyer, Hon. Patrick Walsh and Mr. R. H. Edmonds, presented to us by yourself, and suggesting an early meeting in this city of New York Southerners and prominent New York business men interested in the South or Southern trade to confer with representatives of leading interests from that section.

Recognizing the vital importance of the subject not only to the South, but to the whole country, we will be glad to meet these gentlemen for conference at Fifth Avenue Hotel on the twenty-first day of this present month.

Yours respectfully,

R. T. WILSON & Co., Bankers.

WM. L. TRENHOLM, American Surety Co., Insurance Guarantee.

J. H. PARKER, President United States National Bank.

ABRAM S. HEWITT, of Cooper, Hewitt & Co., Iron Manufacturers.

INMAN, SWANN & Co., Cotton Merchants.

COFFIN, ALTEMUS & Co., Cotton Goods.

HUBBARD, PRICE & Co., Cotton Merchants.

HOPKINS, DWIGHT & Co., Cotton Merchants.

MURCHISON & Co., Cotton Merchants.

EM. LEHMAN, of Lehman Bros., Cotton Merchants.

H. B. CLAFLIN Co., Dry Goods, Jobbers.

C. P. HUNTINGTON, President Morgan Line.

G. M. SORREL, General Manager Ocean Steamship Co.

C. H. MALLORY & Co., New York & Texas Steamship Co.

E. H. ALLEN, Agent Cromwell Line.

THEODORE FRELINGHUYSEN, Treasurer Coates Thread Co., Thread.

HENRY B. PLANT, President Plant Line.

WILLIS J. BEST, General Manager New York, Mobile & Mexican Steamship Co.

W. L. GUILLAUME, Vice-President Old Dominion Steamship Co.

SAMUEL M. JARVIS, of Jarvis-Conklin Trust Co., Trust Company.

ROLAND R. CONKLIN, of Jarvis-Conklin Trust Co., Trust Company.

HUGH R. GARDEN, ex-President New York Southern Society, Attorney-at-Law.

C. C. BALDWIN, Naval Officer Port of New York.

GEORGE GORDON BATTLE, Secretary New York Southern Society, Attorney-at-Law.

E. K. MARTIN, Vice-President American Investment Union, Real Estate.

CHAS. A. DESHON, President New York Southern Society, Attorney-at-Law.

JOHN ALLEN WYETH, M. D., Director Wyeth City Land & Improvement Co., of Marshall county, Ala.

JOHN C. CALHOUN, Capitalist.

WOODWARD, BALDWIN & Co., Dry Goods, Commission.

W. L. STRONG & Co., Dry Goods, Commission.

TEFFT, WELLER & Co., Dry Goods, Commission.

FRANCIS H. LEGGETT & Co., Grocers, Wholesale.

E. H. SAMPSON, of O. H. Sampson & Co., Dry Goods, Commission.  
WM. P. THOMPSON, President Lead Trust.  
MILLS & GIBB, Laces and Embroideries, Importers.  
WM. STEINWAY, of Steinway & Sons, Piano Manufacturers.  
WALTER STANTON, of Converse, Stanton & Cullen, Dry Goods, Commission.  
WHEELWRIGHT, ELDRIDGE & Co., Dry Goods, Commission.  
M. B. FIELDING, Cotton Merchant.  
T. M. IVES, Agent Willimantic Linen Co., Thread.  
NAUMBERG, KRAUS & Co., Clothing, Wholesale.  
BERNHHEIM, BAUER & Co., Clothing, Wholesale.  
HORNTHAL, WRISSMAN & Co., Clothing, Wholesale.  
BIERMAN, HEIDELBERG & Co., Clothing, Wholesale.  
HAMMERSLOUGH, SAKS & Co., Clothing, Wholesale.  
BANNER BROS., Clothing, Wholesale.  
GEO. F. BASSETT & Co., China, Glassware and Earthenware, Importers.  
HALL & RUCKEL, Drugs, Wholesale.  
PETER MALLETT, of Peter Mallett & Co., Storage.  
AUSTIN, NICHOLS & Co., Wholesale Grocers.

Judged by the financial prominence of the men who have signed this invitation, this promises to be the most important meeting ever held in behalf of Southern advancement. Men representing hundreds of millions of dollars, who recognize the fact that the advantages and resources of the South need only to be fully known to the world to bring about a great increase in population and wealth, have united in asking others interested in the South and its future to meet them in New York, in order that there may be a general interchange of views from a purely business point of view as to the best means of advancing the prosperity of the South.

This invitation is general. It is extended to all business men, whether they be officers of railroad or steamship companies, bankers, merchants, manufacturers or property-owners, interested in the South.

### Improving Financial Conditions of the South.

Clearing-house returns are trustworthy barometers of trade. They are the pulses of business, and as they move up and down record activity or depression. How business centres are recovering from the recent spell of bad times is told in simple but in suggestive style by the report from clearing-houses. From the reports of the Commercial and Financial Chronicle we find that the aggregate clearings at ten leading New England cities for the week ended June 2 to be \$80,483,341. For the same week last year the amount was \$94,949,406. The loss was over 15 per cent. In the Middle States ten cities report clearings for the week mentioned of \$81,973,630, against \$111,317,544 for the same period in 1893, a loss of over 26 per cent. Fifteen cities in the middle Western States show total clearings of \$103,982,493, against \$131,403,529 for same week in 1893, a loss of over 20 per cent. Ten cities in the Pacific group report clearings of



\$16,640,559, against \$22,181,770, a loss of 25 per cent. Thirteen other Western cities make total returns of \$29,397,376. Last year the total for the same week from these cities was \$37,131,781, showing a loss of about 20 per cent. With these figures of the whole country, exclusive of the South, an examination of the returns from that section is in order. It is to be noted that in the above summary of fifty-eight cities not one reports an increase in comparison with the same week of last year, and that the losses of the different groups of cities range from 15 to 26 per cent. From seventeen Southern cities the returns show aggregate clearings of \$46,494,006, against \$50,291,515 for the same period of 1893, a falling off of but 7.5 per cent. Six cities show gains. Memphis leads, with an increase of 33.6 per cent.; Fort Worth gained 32.5 per cent., Savannah 19.8 per cent., Jacksonville 17.6 per cent., Norfolk 7.3 per cent. and Richmond 1.7 per cent. These figures plainly tell what section of the country weathered the financial disturbances with the least sacrifice. There is another phase of the subject illustrating that not only did the South suffer the least during the financial stringency, but that it is recovering quicker than any other section. The losses for the week ended May 26 and for the week ended June 2 will plainly indicate this. The loss for the South for the week ended May 26 was 13.7 per cent., and for that of June 2 but 7.5 per cent. For the month of April the loss was over 20 per cent. Comparing the two weeks the New England cities had a slight increase in losses, going from 14.9 to 15.2 per cent. The cities of the Middle States also lost ground, the losses increasing from 19.9 to 26.4 per cent. The cities of the middle Western States increased their losses from 12.5 to 20.9 per cent. In the Pacific group the losses were increased from 21.3 to 25 per cent. The other Western cities added 1 per cent. to their losses. It will thus be seen that the Southern group was the only one strengthening its position. The condition of business is growing better in the South day by day, and reports of correspondents to the MANUFACTURERS' RECORD are almost uniform in the expression of improvement and brightness of outlook.

#### Northern Investments in the South.

In a recent letter to Senator Walsh Mr. Hamilton Disston, of Philadelphia, said:

I regret that the ill-timed remarks of General Rosser has had the effect of causing Northern capital to hesitate in its flow towards Southern investments. To cite an individual case, General Alger on Saturday last informed me that the speech in question had determined him to reconsider his determination to invest in 100,000 acres of timber land in your State of Georgia. Upon my assurance that the sentiment of the business element of the South was not in sympathy with any sectional feeling tending to check investment, and that the recent convention at Augusta had endorsed the measure to specially protect and guard Northern investment, I believe that in a measure I satisfied General Alger.

The MANUFACTURERS' RECORD regrets that the speech of General Rosser should in any way have been understood as indicating unfriendly sentiment to Northern people or to investments of Northern capital, but it insists that General Alger should be sufficiently well informed about the South and its people not to be influenced by the talk of

any one man. Because a South-hater occasionally denounces this section and its people, must the South imagine that he represents the sentiments of the entire North? Why, then, should the whole South be held responsible for the utterances of any one man? If General Alger is the wise man that the MANUFACTURERS' RECORD takes him to be, he will complete his proposed purchase of timber land and make as many other Southern investments as he can.

#### Willful Misrepresentation of the South.

The Manufacturer, of Philadelphia, the organ of the Manufacturers' Club, is to be commended for its persistent efforts in behalf of protection, but its protective-tariff belief is no excuse for its bitter denunciation of everything Southern simply because some of the people of the South do not agree with its theories. The Manufacturer has rarely lost an opportunity to misrepresent the South, and we believe that its misrepresentation is intentional and willful, for no candid and honest newspaper which will study the situation would be guilty of the statements which it puts forth. Replying to an inquiry in the New York Times as to why immigration has not already rapidly turned to the South, the Manufacturer says:

The answer is obvious enough. Men who respect themselves and who love liberty will never voluntarily make their homes in a region where caste lines are as rigidly drawn as they are in the countries of Europe and where freedom of speech and of political action is forbidden. In the North a workingman with ability and industry may climb to any height and many such men have climbed to the top. In the South the man who toils is permanently barred from social and political position. In the North a man may hold any political opinions that please him; he may express them freely, and he may vote as he desires with a certain assurance that his vote will be counted. In the South he must train with the democratic party or suffer ostracism and perhaps persecution, and if he votes any but the democratic ticket he is likely to throw his vote away. This is the sufficient explanation of the continued avoidance of the South by men who are seeking new homes.

If the Manufacturer knows anything at all, it knows that these statements are absolutely false; it knows that the caste lines to which it refers do not exist; it knows that no section in America is more heartily interested in industrial development than the South; it knows that many of the foremost men in the South—the men who are leading in the march of progress and development, the men who in social and business circles stand at the very top—are men who are practical manufacturers, who have grown up in the business and whose success is pointed to throughout the South as an illustration of what the young men of this section can make of themselves.

As to the statement that a man must train with the democratic party or suffer ostracism, the MANUFACTURERS' RECORD would put alongside of this an interview just before this article is written with a gentleman who eight years ago settled in Virginia. He went from Ohio taking as endorsements letters from only such men as Governor McKinley and ex-Governor Foraker and other prominent republicans. He settled down in what might be called a backwoods part of Virginia to begin a broad and comprehensive plan of development that has taken in the building of several lumber mills, the control of 20,000 acres or more of agricultural lands, which he is gradually improving and settling up

with local as well as with Western people, and the utilization in many ways of the resources of that section. In his conversation he stated that he has always persistently advocated his republican principles; that while he has kept on the very best of friendly terms with all his neighbors, he has labored incessantly against their democratic doctrines, but that after eight years of residence he is so charmed with the country and with the friends that he had made that he would count the entire period well spent if nothing had been accomplished except the warm friendships that he had made among the people with whom his lot has been cast. Illustrations of this kind could be found by the thousand. It simply happened that these facts were told to the writer while the clipping from the Manufacturer was on his desk.

All over the South Northern men are settling, carrying with them their own political opinions, freely and fully expressing them whenever and wherever they please; and to claim that they are ostracised because of this is wholly false. It is to be regretted that such a paper as the Manufacturer should forever seek to misrepresent the South, and simply because some people of the South do not agree with it to denounce with such bitterness as it does everything that tends to Southern development.

The last statement of the Manufacturer—that the South is being avoided by men who are seeking new homes—is no longer true. For many years such papers as the Manufacturer, day in and day out fighting against the South, made the people of the North and West believe some of the things that they published, but at last the scales have fallen from the eyes of those who were so long deluded and they now realize that the South is not only a country of unequalled natural advantages, but a country possessing attractions as a home possessed by no other region upon which the sun shines. Population is already moving southward, and in the next five or ten years we shall see a greater movement of population, and that to the southward, than the world has ever seen in any direction.

#### Cost of Iron-Making in Alabama.

A writer in the Iron Age, in discussing the question of possible reductions in the cost of iron-making at Birmingham, makes the following estimate, using washed coke:

Coke, 1.25 tons at \$2.01.....	\$2 52
Ore, 2.25 tons at 70 cents.....	1 59
Flux, 0.50 ton at 60 cents.....	30
Labor.....	80
Salaries and office expenses.....	10
Supplies, etc.....	28
Repairs and renewals.....	40
Total cost of iron made with washed coke.....	\$5 99

The above figures are supposed to cover mere cost. Repairs and renewals, however, are amply provided for.

How much should be allowed for bad collections, interest and other business contingencies, as well as royalties on ore and coal and for profits to the several departments, will vary with the business methods of the several concerns, and has nothing to do with the cost of pig iron pure and simple. Nor do the above figures represent the lowest possible limit of cost. As long as a ton of iron is not made on a ton of coke there is still room for improvement in the furnace practice.

When the retort oven shall have supplanted the irrational, inefficient and wasteful beehive oven another dollar, at least, can be deducted from the cost of pig iron as above calculated. When this is done the Birmingham district will produce the cheapest iron in the world.

The MANUFACTURERS' RECORD has been reliably informed that iron is now

being made in the Birmingham district at something less than \$6.50, a reduction of about \$3.00 a ton from the lowest figures reached six or seven years ago. If this can be reduced, as the figures quoted above indicate, to less than \$6.00 a ton, and eventually to \$5.00 a ton, Alabama will indeed become a greater iron producer than its warmest friends have ever claimed. But as great as are Alabama's advantages, there are other places in the South where iron can be made at extremely low prices—prices which guarantee a great industrial activity when the pendulum swings back from the depression of the last few years.

#### Only Live Places Attract Live Men.

In commenting on the work of the immigration convention at Augusta the Landmark, of Statesville, N. C., points out the fact that immigrants do not settle in a location that shows no signs of activity on the part of its own people. "No live man," says the Landmark, "ever yet settled in a dead town, and if immigrants see none of the inhabitants of a country making any money, they are apt to conclude that there is none to be made there." The suggestions of the Landmark are very apt and timely. It points out in the continuation of its discussion the necessity of activity and enterprise on the part of the people of any section desiring new settlers. The truth of its statements finds emphasis in the work done by Major W. L. Glessner, the commissioner of immigration of the Georgia Southern & Florida Railroad, to whose great success the MANUFACTURERS' RECORD has already referred. When Major Glessner undertook to induce people to move South he carried a number of well-to-do people from Ohio to points in Georgia with a view to inducing them to engage in fruit culture. "This is," said he, "a splendid region for raising peaches." But when they looked around the country for a few days and found that nobody was raising peaches they rather questioned the truthfulness of Major Glessner. They could not believe that it was a good region for raising peaches when nobody was attempting to do it. He tried to get other people interested in other lines of agriculture, and found the same objection. No outside man would agree to undertake to do what local people who had lived there all their lives had never done. After many efforts to accomplish something he was finally able to get local people to go into fruit-raising, and thus, in connection with a model farm established by the Georgia Southern & Florida Railroad for the purpose of showing what could be raised in that section of country, he had an object-lesson before every man whom he brought down into Georgia. He could then say to them, "this is a good region for raising peaches," and from the orchards prove the truth of it. For five years his work amounted to comparatively little, because he was working with conditions against him. When local people and the railroad had demonstrated the desirability of the country for fruit production, then outsiders commenced to settle there very rapidly, and in the last five years over 9000 well-to-do people from other sections have been induced to locate along the line of that one road. Some time ago it was extremely difficult



to get Northern people to believe that the South was a good place in which to manufacture cotton. "If," said they, "the advantages for cotton mills are so great, why don't the South build mills and manufacture its own cotton." Argument, statistics and everything else proved unavailing, but after the South commenced to build mills freely and demonstrated to the world its unequalled cotton-manufacturing advantages, then outside money commenced to turn to Southern cotton mills very liberally for investment. The same thing was true in iron-making. Southern money and men had first to demonstrate at Birmingham the great advantages of that section for pig-iron making. Their early efforts were met with ridicule by the best iron-makers of the North, but after a few years, when they had demonstrated that iron could be made in Alabama at a lower cost than it was being made at any other point in the United States, then Northern money commenced to go into Alabama iron and coal interests. At the Augusta convention Governor Tillman, of South Carolina, stated that the South must work out its own salvation; that it needed an immigration of ideas as well as of people, and that its own people—farmers, merchants and business men—must settle down to the development of their own country. And every careful student of the situation will recognize the fact that while there may be exceptions, it is generally true that it is the wide-awake country or the wide-awake town that secures the location of outside men and money. The place that is content to wait in idleness, trusting for others to come in and utilize its resources and create wealth, may be a place of wonderful advantages, but in the race of progress the place that makes its attractions and advantages known, even though they be somewhat less than those of other places, will win.

#### Hon. Chauncey M. Depew on the South.

In his speech delivered at the University of Virginia on June 12, Hon. Chauncey M. Depew said:

Our country is still comparatively unsettled, our resources are only partially developed, and our possibilities for industry, for happiness and for homes are incalculable. The Southern States offer almost boundless opportunities of agricultural and mineral wealth.

Brooksville, Fla.—Law & Trammell: "The outlook for business is better than last summer, though we have not had as hard times here as in other sections farther North. There are a great many openings for different kinds of manufacturing, especially in wood of various kinds."

San Antonio, Texas.—G. A. Dueller Manufacturing Co.: "Business is at a standstill. Our wool industry is destroyed. No market for cattle. Outlook for crops good. Protection is what we want, not free trade."

Charleston, W. Va.—The Irwin Co. (a corporation): "General outlook for business in this section is good."

Clinton, La.—I. D. Wall: "Conservative business is being done here in all lines. Think the outlook is good."

A COLONY of Bohemians who settled in Waller county, Texas, have met with considerable success in farming, and their numbers have grown each year. They have now started to build a town to be called "Sloanville."

#### The Stability of the South's Industrial Progress.

[FOR MANUFACTURERS' RECORD.]

The passing of the present financial depression will be marked in history as having at least some beneficent results amid its multitude of blighting influences. One of the best of these has been the awakening of economic thought and the dissemination of monetary and industrial knowledge among the people. Never before to such an extent has the discussion of these questions taken possession of the American mind, nor have such exhaustive inquiries into the causes and effects of these periods been made. It has also brought before the public attention the relative character of the prosperity of each section of this country and the endurance of its prosperity as shown by the effect of the panic upon them. In its crucible all the dross of previous bad development comes to the surface, and from these discoveries the nation learns the better where to devote its best energy in the future, and how to construct a business policy which will withstand all such influences.

Financial panics are primarily the fulfillment of a natural law of trade by which a certain inevitable sequence of conditions follow one another in rotation.

The severity of the collapses or the duration of their intermission may be generally influenced by national legislation or local conditions. They are, nevertheless, unvarying in their recurrence, and cannot be entirely averted under any circumstances. However, a healthy and stable development enables a community to pass through a general depression with only a slight depreciation of values or stoppage of industries; hence it may be taken as an axiom of economic faith that the suffering to which a community is subjected in these periods is dependent on the solidity of their financial structure erected previously, and thus that the local phases of the panic are the surest index as to the character of the past development.

Upon examining the trade reports for the year 1893 it will be found that the section in which the fewest failures took place and the least decrease in the volume of business was experienced was the South. This region has been affected to a considerable extent, it is true, and, as will be shown later, from practically the same causes and almost in the same manner as other parts of the country. But proportionately its loss has been less, which would prove that its prosperity acquired before the inflation period was surest and the more likely to be renewed upon a return of conditions to their normal.

To sustain this proposition it will be necessary first to call to mind briefly the character of the development that took place in the South immediately the changed economic conditions resultant from the war made such a thing possible. Slavery having been abolished, the "poor white" class was enabled to enter the field of labor unhampered by prejudice, and soon produced out of itself that middle class of which there had so long been a need. In the advancement of this element we can trace the progress by which the South became identified economically, as well as intellectually, with the rest of the nation.

The channels of Southern life were altered, its fields broadened and its energy turned into many industries unknown before.

Necessity now forced the use of every natural resource in the environments, hence the tide of industrial activity turned towards the storehouses of nature's mineral treasures, and soon the smoke of the manufactory rose where had been the charred embers of the old homestead, and that new line of development was begun which was to snatch from King Cotton his formerly uncontested sceptre. Here, too,

in this great region, formed by the mountains stretching through the heart of the South, poured in immigrants from all sections, and there commenced that union of interests which is the greatest enemy of sectionalism and is the developer of the true national spirit. Thus by the utilization of the mineral resources and the consequent industrial activity and diversification of interests, the ennobling of white labor and the elevation of the negro by industrial and intellectual training, a new South has been produced of great prosperity and promise.

To show to what importance this industrial development had reached in 1890 compared with other sections, a few facts may be cited.

In making these contrasts we are forced to depend mainly on aggregates. These, while they do not absolutely show the relative accomplishments, yet give us very fair approximate results, and by considering properly in connection with them the character, life and economic conditions of the people, their natural resources and the physical conditions surrounding them, they give us a very accurate idea as to the comparative relative importance of the sections.

As constants for comparison two factors are taken—the percentage of the South's population to that of the United States and the percentage of its area. In regard to the first, due allowance should be made for the fact that one-third of this is composed of a race only thirty years separated from slavery, and consequently as yet little advanced in material development. It also must be remembered that all the strictly industrial interests are entirely the product of the period succeeding the war. The devastation of the war, estimated at \$5,000,000,000 for the South and increased by a debt of \$200,000,000 incurred during the reconstruction period, must also be considered.

With these things in mind the relative material prosperity of the South, as shown by the following table compiled from the census of 1890, is a wonderful exposition of the energy of that people:

	Entire United States.	South (former slave States).	Per cent. South.
Population.....	62,622,250	22,040,279	35.21
Population, white.....	51,983,890	15,150,473	27.76
Area, square miles.....	3,580,865	892,424	24.93
Coast line, miles.....	5,270	3,020	57.30
Coal fields, square miles.....	211,880	46,495	21.99
Mineral products except precious metals, value.....	\$427,301,125	\$65,491,731	15.31
Coal product, value.....	138,000,000	10,000,000	11.67
Product pig iron, tons.....	9,600,000	1,800,000	18.75
Manufactured product, value.....	\$9,300,000,000	\$1,280,000,000	13.76
Farm product, value.....	2,460,000,000	883,000,000	35.89
Direct exports, value.....	1,030,278,143	365,878,605	35.51
Internal revenue collected.....	42,432,272	14,571,857	34.36
Receipts for State taxation.....	109,483,890	31,170,998	28.40

Thus it is seen that the South has preserved its supremacy in agriculture, producing now 30 per cent. more proportionately than its percentage of entire population, 7.85 per cent. more than its percentage of white population and 10.58 per cent. more than its area called for.

Together with maintaining its supremacy in this interest, it has also burst the bars which had forbade its successful entry into the manufacturing and mineral industries, and has begun to compare favorably with those competitors whose activity in this line was the heritage of the war of 1812.

Per cent.  
In pig iron production the South furnished... 18.75  
Of all mineral products but the precious metals..... 15.31  
Of all general manufactures..... 13.76

This is certainly a remarkable showing, considering the conditions after the war.

The percentage of the aggregates paid for State taxation and internal revenue show also the commercial importance it had assumed, being equal in proportion to its white population, on whom the burden of these taxes falls, and about 4 per cent. greater than its area.

These statistics are taken for all the sections at the height of the general prosperity in 1890 and are more valuable in

their comparative relationship than otherwise, as at that time nearly all parts of the country had already more or less been affected by the inflationary tendency. Without the weight of subsequent confirmation, they could not be taken as valid even for purposes of comparison. The origin of this so-called boom period in the South cannot be definitely traced except in the general way before stated of referring it to the natural sequence of trade conditions, which reached its apex at this time.

It is certain that the industrial development had been healthy previous to the inception of the inflation. Its solidity and future promise, however, proved the attraction for the elements which were to sap its strength. The great general prosperity prevalent at that time caused the accumulation of large amounts of capital seeking very remunerative investment. It could not be satisfied with the small profits of the sections where it had been made, therefore it naturally turned to the less developed and more promising West and South. The sudden influx of this additional fund for the employment of labor gave great impulse to the progress of those interests which were of themselves working out a destiny of stable perfectiveness. Industrial stocks rose rapidly in value, and as the investments in the strictly legitimate enterprises was limited by the market for their product, capital, not only that brought into the South, but now also that of the Southern people themselves, the savings of the hard labor of years, was invested in enterprises for which there was no real need, and which produced nothing of ultimate benefit to the community and really added little to the aggregate wealth. This impetus to industrial energy was the immediate factor in bringing into being the numerous unnecessary towns which soon dotted the mineral regions. A blast furnace was either in existence or was at once to be constructed as a foundation for the future metropolis, and varied classes of manufactures were soon to follow. The whole region whose healthy development had been the blessing of the South was

now given over to land syndicates and promoters, who divided the rural districts into town lots, at the sales of which the eager speculators vied with each other for the purchase of business property laid off in corn fields.

Legitimate industry, with its small profits, was soon abandoned, and every energy turned to the production of those articles for which the extravagance developed by the semblance of prosperity caused a demand.

The business interests of well-founded cities of stable economic structure were thus disorganized and induced from their proper channels. So when the Baring failure set to work the forces which developed the true nature of the prosperity and the collapse came, capital found itself helplessly engaged producing that for which there was now no demand, and hence the difficult process of gradually sifting back into previous conditions had to be undergone. This reversion to former lines of industry is not so difficult, however, in the South as elsewhere. The development previous to the inflation was healthier, and the boom period was shorter in duration and confined to a smaller area there than elsewhere. The agricultural regions had



been almost entirely avoided by the investors and speculators, hence it was very little affected by the reaction. Consequently the South, in the aggregate, was much less disturbed by the panic than the other parts of the country, as may be seen from the following table, giving the commercial and manufacturing failures for each section during 1893:

Section.	Commercial.				Manufacturing.			
	No.	Assets.	Liabilities.	Per ct. liabil.	No.	Assets.	Liabilities.	Per ct. liabil.
South.....	908	\$6,118,851	\$7,771,197	13.21	61	\$2,393,399	\$2,603,101	11.02
Central.....	698	22,082,006	20,066,462	34.12	122	10,537,835	8,393,643	35.54
N. England and Middle.	1274	12,852,086	18,323,617	31.16	228	12,885,823	11,403,440	48.30
West.....	535	6,242,052	8,373,846	14.23	15	893,621	1,216,680	5.14
Pacific.....	174	2,452,570	4,279,052	7.28				
All.....	3599	\$49,749,165	\$58,814,176		436	\$26,710,678	\$23,605,864	

It is thus seen that the manufacturing interests of the South furnished only 11.02 per cent. of the liabilities of the failures, and its commercial interests, which depend upon both industrial and manufacturing pursuits, only 13.21 per cent. The bank failures exhibit almost a similar proportion, as follows:

Section.	Nat'l.	Other	Liabilities.	Per ct. lia.
South .....	38	61	\$20,500,000	13.12
West.....	49	232	61,000,000	39.05
N. Eng. and Mid..	6	35	18,000,000	11.52
Pacific.....	65	87	55,000,000	35.31
All.....	158	415	\$156,200,000	

These facts show the manner in which this section withstood the panic, and thus prove how much more stable its prosperity must have been previously. As further evidence of this, the recovery from the depressed conditions is taking place more rapidly there than elsewhere, the volume of business indicated by the clearing-house exchanges being as follows for the first quarter of 1894, compared with the same period of last year:

Section.	1894.	1893.	Per cent.
New York city.	\$5,938,415,000	\$9,879,032,000	39.9
New England.	1,197,955,000	1,517,491,000	21.1
Middle.....	1,152,267,000	1,510,441,000	23.7
Middle West..	1,439,022,000	1,888,803,000	23.8
Pacific.....	220,695,000	300,341,000	26.5
Other West....	391,661,000	549,054,000	28.6
South.....	706,228,000	855,338,000	17.4
All.....	\$11,046,246,000	\$16,500,503,000	33.1

Thus the percentage of decrease in the volume of exchanges in the South is little more than one-half of that of the entire country. Individual instances of cities show more clearly wherein this advantage lies. For example, of the six cities in the United States which reported increases, three of these were from the South, as follows: Savannah, Ga., 13.4 per cent.; Norfolk, Va., 4.5 per cent.; Fort Worth, Texas, 8.1 per cent., while Dallas, Texas, only suffered a decrease of .5 per cent. This shows the immunity of the agricultural and shipping interests of this section from the general effects of the depression. The South is more rapidly recovering from the collapse than any other part of the United States. Its boom period was of the shortest duration, and its developed strength previous was of too lasting a character for it to long lay prostrate from the effects of the panic. It is, therefore, not strange that its industries are so soon pushing forward again.

A financial depression results not only in a reorganization of the productive forces of a community, but of sections and the nation in general. Energy is transferred from the production of needless articles to that which will be of permanent value. Industry undergoes that changed purpose that leads to a healthy progress. Overcrowded cities empty their unemployed into the formerly depleted farming regions. Towns which have sprung up uncalled for by economic conditions surrounding dwindle into the hamlets justified by the neces-

sities of the neighborhood. Other older and permanent growths attract back the inhabitants lost by their former apparent unprogressiveness. An entire social revolution takes place, at the end of which the community finds itself ready to take up the progress which its resources and position actually entitle it to do. So it is with sections. The hardihood with which they bear

the brunt of a period of reaction teaches the nation as to their proper economic places in the financial structure.

Energy is diverted from those which seem to be rendered prostrate by the collapse, and directed to the development of the regions whose stable basis promise a more lasting prosperity.

The mistakes of the past are recognized, and progress takes new forms and is identified with different localities. Defective development is thus avoided and ultimate great good accomplished, although the effect is not at once apparent, and is only felt after great suffering by the masses during the inchoate period while their industrial energies are being transferred to legitimate lines of production. How will the South fare in this economic revolution?

As has been shown, its inflation and subsequent reaction have been confined to one interest and to a small area. Even that one interest has not been so marked in its effect as in other sections, so a rapid recovery is now taking place. With natural resources equal, then, the South stands ready to lead the advance of renewed progress. But it has the additional superiority of the greater resources with which it is favored. It has larger undeveloped mineral fields, more uncut timber and a coast line of greater extent than any other section. Its relative advantage for industrial development may be seen from the figures for the cost of a ton of pig iron North and South:

Elements of cost.	Northern dist.		Southern dist.	
	Cost of 544.377 tons.	Cost one ton.	Cost of 647.728 tons.	Cost one ton.
Ore cinder, scrap, etc.....	\$4,101,661	7.534	\$2,255,841	3.480
Limestone.....	273,207	.502	304,142	.472
Coke and coal.....	2,012,754	3.698	2,890,475	4.462
Total materials	\$6,387,622	11.734	\$5,450,459	8.414
Labor.....	802,283	1.474	987,111	1.524
Officials and clerks.....	100,607	.184	105,962	.164
Supplies and repairs.....	277,413	.510	397,580	.614
Taxes.....	19,613	.036	25,372	.039
Total.....	\$7,587,540	13.938	\$6,966,454	10.755

Thus in 1890 a ton of pig iron could be manufactured for \$3.18 less in the South than in the North, the entire difference lying in the cost of materials. The figures for coal also show quite an advantage, being \$1.71 average per ton for the United States and \$1.17 for the South. Thus it is seen what greatly superior advantages the South has in her favor to push her industrial interests in the future. Cotton manufacturing also seems favored in this section and its growth has continued uninterrupted since 1870. At that time New England consumed nine bales to the South's one; now the proportion is reduced to three to one. And although the Northern mills greatly decreased their takings during the panic, the Southern mills continued to enlarge their output.

The most difficult obstacle at present in the way of the South is the economic solution of the race question. The negro is

still little advanced in the agricultural regions. The education he receives seems to elevate him little materially, and his improvident methods exhaust the land and decrease the aggregate production. Industrially he has shown the greatest adaptability, and when put in contact with intelligent white labor his improvement is very encouraging. The foreigner, however, prefers to avoid the farming sections where he is thrown in competition with negro labor; hence the process of the elevation of that race has been a painfully slow one, and the South has been much retarded by him.

But the panic has shown that the financial structure erected is not dependent on outside capital to sustain it, but is capable of standing alone and of developing itself through its own energy and vigor; hence the immigration of the future will probably turn this way in spite of the social objections. An extensive subdivision of the large plantations among a thrifty class of American or foreign small farmers would give great impetus to the agricultural interests and increase production very much. It would also take from the Eastern manufacturers the only advantage they now have over the Southern, producing for the latter an immediate home market.

With this accomplished the South's future would know no bounds of progress. It has already become an integral part of the nation politically and economically, and now stands ready to take advantage of its natural resources and push advance beyond all others, and take the position to which its advantages entitle it.

GEORGE F. MILTON.

#### A New Manufacturing Concern for Baltimore.

Articles of incorporation of the Doig Novelty Manufacturing Co., of Baltimore, Md., were filed last week with a capital stock of \$10,000. A number of Baltimore parties and several New Yorkers are interested in this company, and their purpose is to engage in the manufacture and introduction of a spool holder for tailors' uses and other novelties for general use. The novelties to be made are principally the inventions of Mr. Wm. J. Doig, of Baltimore, and it is the intention of the company to push their introduction vigorously. The officers of the company are as follows: Frederick Henkleman, president; A. D. Stebbins, vice-president; Geo. W. Mobray, secretary, and Wm. J. Doig, general manager, with offices at 102 West Fayette street.

ROCKFORD, ILL., May 31.

#### Editor Manufacturers' Record:

As the MANUFACTURERS' RECORD has already noticed my visit to the South in the interest of immigration, I beg leave to express my views on certain matters as seen by me. In the first place, many unfavorable places are doing the most advertising and working the hardest to attract the attention of Northern settlers, and as a consequence many times the whole South is put down as no good, while, on the other hand, I have found places never heard of, veritable gardens, with thousands of acres of cheap lands that could support multitudes of people if properly cultivated. I am in hearty sympathy with the views of Governor Carr, as reported in the MANUFACTURERS' RECORD of May 11. A general immigration bureau, where the Northern man could get reliable information, would be of great benefit to both the North and the South. As to manufacturing interests, the South offers more natural advantages than can be found in the North.

A. W. H.

Dr. J. K. RAINEY and others, of St. Augustine, are arranging to send samples of the products of St. John's county, Fla., to points where they will be seen by prospective settlers.

## FINANCIAL NEWS.

### A \$2,000,000 TRANSACTION.

#### Extending Bonds of the Charlotte, Columbia & Augusta Railroad.

The combination of a number of wealthy and influential interests in the formation of the Maryland Trust Co. at Baltimore was recently announced by the MANUFACTURERS' RECORD. It was stated that this new financial institution would operate largely in Southern securities. The company has just started its career with a transaction of magnitude which will greatly assist in the early rehabilitation of the Richmond Terminal properties. It has organized a syndicate of Baltimore and New York capitalists to underwrite a proposition for the extension of the \$2,000,000 of 7 per cent. first-mortgage bonds of the Charlotte, Columbia & Augusta Railroad. These bonds are due January 1, 1895. The syndicate agrees to extend this mortgage for fifteen years from July 1, 1894, offering in exchange for the existing bonds similar bonds bearing interest at 5 per cent. Holders of the present bonds who decline to make the exchange will have their bonds bought by the syndicate, and the syndicate will itself extend such bonds. It is expected that almost all of the security-holders will consent to the exchange, inasmuch as it continues their investment with ample security at a fair rate of interest. The Richmond & Danville reorganization committee has approved the plan of the syndicate, which will be carried out as soon as it can legally be put under way. This will be immediately after the sale of the property and the formation of a new company. The sale, which is in line with the plan adopted for reorganizing the Terminal system, takes place on July 10, 1894. The property will be sold subject to two liens, the first mortgage, and a second mortgage of \$500,000, bearing interest at 7 per cent.

The Charlotte, Columbia & Augusta extends from Charlotte, N. C., to Augusta, Ga., a distance of 191 miles. It is the Southern branch of the Richmond & Danville system, and recently gained new importance and value by the completion of the line of the Florida Central & Peninsular from Columbia to Jacksonville via Savannah, forming, with the Richmond & Danville and the Virginia Midland, a most desirable route from Washington to Florida. In addition to its own line of road the company operates 181 miles of leased lines. By the sale of the property it will be relieved of these leases. The Richmond & West Point Terminal Co. owns a controlling interest in the stock, and the road is now, in common with all the lines of the Terminal Company, in the hands of receivers. The control of the Charlotte, Columbia & Augusta was acquired by the Richmond & Danville in 1878 and sold to the Terminal Company in 1886. The road and its leased lines was afterwards transferred under an operating lease to the Richmond & Danville Company. Owing to its large resources, the Maryland Trust Co. quickly carried through this transaction. Nearly the entire amount of the underwritten capital was subscribed in Baltimore, only a small sum being placed in New York in order to obtain correspondents. The amount offered was nearly double the sum required to carry out the plan.

#### New Financial Institutions.

Atlanta, Ga.—The German-American Mutual Life Association has been organized by John M. Green, James G. West, Thomas H. Morgan and others.

Cedartown, Ga.—The Farmers' Mutual Insurance Association of Polk County has been organized with R. T. Poole, president. The capital stock is \$140,000.



Fort Worth, Texas.—The Central Loan & Trust Co. has been incorporated by M. C. Hurley, William D. Williams, A. S. Reed and others. The capital stock is \$50,000.

Hearne, Texas.—H. B. Easterwood and others are organizing the First National Bank of Hearne.

Houston, Texas.—The South Texas Building and Loan Association has been chartered by H. C. Morehart and others. The capital stock is \$200,000.

Huntsville, Mo.—The Hammett Banking Co. has been incorporated by J. L. and W. F. Hammett, John N. Taylor and others. The capital stock is \$50,000.

Richmond, Va.—The State Building & Loan Co. has been chartered with M. M. Gilliam, president. The capital stock is to be not less than \$50,000.

Troy, Ala.—The People's Bank will be organized by W. B. Folmar with a capital stock of \$50,000.

Wilmington, N. C.—The National Bank of Wilmington has been organized with the following directors: John S. Armstrong, L. L. Jenkins, William Calder, Wm. H. Sprunt, J. H. Chadbourn, Jr., Gabriel Holmes, J. G. L. Geischen, C. W. Yates, Hugh MacRae, Geo. R. French and William Gilchrist. J. S. Armstrong will be president, and L. L. Jenkins, of Gastonia, N. C., cashier. The capital stock is \$100,000.

Winfield, Mo.—The Bank of Winfield has been chartered by John N. Miller, S. N. Marks, D. T. Killan and others. The capital stock is \$10,000.

Winnsboro, S. C.—The Savings, Loan and Investment Association of Fairfield County has been incorporated with B. J. Emerson, president.

#### New Bond and Stock Issues.

Anniston, Ala.—The United States Car Co. has filed deeds of trust for \$1,750,000 and \$2,000,000 with the Central Trust Co. of New York as trustee.

Birmingham, Ala.—The Elyton Land Co. will issue \$250,000 of 5 per cent. three-year gold bonds to take up outstanding trust bonds, pay off indebtedness and provide working capital.

Birmingham, Ala.—The stockholders of the Elyton Company will meet on July 7 to consider a proposition to issue \$2,500,000 of 5 per cent. 30-year gold bonds.

Cape Charles, Va.—The town will issue \$1000 of school bonds.

Chester, S. C.—The Chester & Lenoir Railroad Co. will issue \$400,000 of 5 per cent. 30-year bonds to retire outstanding 7 per cent. bonds and provide for new construction.

Kansas City, Mo.—The city has placed \$200,000 of library bonds as follows: Kansas City State Bank, \$50,000 for \$50,250; First National Bank, \$50,000 for \$50,175 and \$50,000 for \$50,251; R. M. Snyder, \$50,000 at par.

#### Interest and Dividends.

Atlanta, Ga.—The Atlanta Trust & Banking Co. has declared a semi-annual dividend of 3 per cent.

Greenwood, Miss.—The Greenwood Compress & Storage Co. has declared a dividend of 10 per cent.

Wilmington, N. C.—The Carolina Insurance Co. has declared a semi-annual dividend of 3 per cent.

#### Financial Notes.

L. W. White has succeeded W. C. McGowan as vice-president of the National Bank of Abbeville, S. C.

J. H. Holcomb has been elected president, and C. H. Fee, vice-president, of the First National Bank of Cisco, Texas.

J. M. McKnight has been elected vice-president of the German National Bank of Louisville, Ky., to succeed C. W. Kelly.

The Security, Trust & Savings Co., of

Little Rock, Ark., is reported as to go into voluntary liquidation.

The management of the Bank of Tavares, Fla., which recently paid a third dividend of 25 per cent. to depositors, anticipate an early reorganization and resumption of business for the bank.

Dr. Isaac A. Barber has been elected president of the Farmers and Merchants' National Bank of Easton, Md., to succeed J. Frank Turner. John Mason succeeds Jerome B. Bennett as vice president.

#### THE WEEK IN THE SOUTH.

##### Condition of Business and the Latest Features of Southern Progress Summarized.

The number of new industrial enterprises in the South continues to increase from week to week, and the list for the past week is very encouraging, considering the general business depression, indicating a better condition of business in the South than in any other section. The clearing-house returns for last week as compared with the corresponding week of 1893 showed a decrease in the South of only 7½ per cent., while the decrease in other sections ranged from 15 to 26 per cent. In the entire country outside of the South not a single city reported an increase, while six Southern cities showed gains running from 1.7 per cent. to 33.6 per cent. A cotton-mill company in South Carolina now operating more spindles than any other mill in the South will spend \$500,000 in building a new mill and putting in 40,000 spindles, which will give it a total of nearly 100,000 spindles. Among other enterprises reported for the week are a furniture factory, handle factory, woodenware factory, saw mill, etc., in Alabama; a \$20,000 telephone company, 500-ton ore-washer, \$20,000 fireworks factory, water works, furniture factory, gas plant, etc., in Virginia; a gas plant, \$5000 lumber company, ice plant, etc., in Arkansas; a \$20,000 electric plant, foundry, machine shops, sugar mill, cannery, lumber plant, phosphate mines, etc., in Florida; brick works, lumber companies, glass works, etc., in Georgia; a \$10,000 manufacturing company, \$10,000 mercantile company, \$30,000 water works, etc., in Maryland; a \$15,000 furniture factory, platinum and gold mines, bellows factory, cotton mill, etc., in North Carolina; a \$5,000,000 water company, planing mills, etc., in West Virginia; a saw mill, water works, electric-light plant, etc., in Louisiana; a lumber plant, box factory, etc., in Mississippi; a mining plant, cottonseed-oil mill, lead mines, hoop factory, lead-pencil factory, etc., in Tennessee; a broom and mattress factory, \$200,000 town company, coal mines, foundries, oil mill, etc., in Texas. Among the new buildings reported was a \$25,000 hotel in South Carolina, a \$12,000 courthouse in West Virginia, a \$65,000 courthouse in Texas, a \$250,000 office building in Louisiana, a \$60,000 market-house in Florida, a \$17,000 courthouse in Georgia, a \$14,000 city hall in Mississippi and a \$14,000 church in Maryland.

#### Wise Men

read the advertising pages of the MANUFACTURERS' RECORD carefully because they are always sure to find something of value; it may be a special sale, or an opportunity for investment, or some new machinery, or some one looking for a location for a factory, or a thousand and one things advertised that may concern you. Every man ought to study newspapers, not simply glance over them, but examine in detail the MANUFACTURERS' RECORD, for instance, and he will be sure to find something that can be made profitable in his business. In its news columns and in its advertising pages he will find matter that may prove invaluable in his business operations.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 334.]

#### Middle Georgia & Atlantic.

There is said to be a movement on foot to put the Middle Georgia & Atlantic Railroad into the hands of a receiver and to foreclose the property in the interest of the holders of the syndicate loan, which was created in order to enable the Seaboard Company to complete the line. This road extends from Eatonton to Machen, Ga. The project aimed for a line from Savannah to Atlanta. The Seaboard Company intended building the road to Savannah and to acquire connections or build a line to Atlanta. The company leased the Milledgeville & Eatonton branch road, which gave a line from Covington to Milledgeville. Recently an extension from Machen to Covington, a distance of twenty-six miles, was completed. The syndicate loan is overdue, but the road is in good condition, and it is believed with its growing earnings will soon be in a position to meet all fixed charges. On this account a number of those advancing the loan are favorable to letting it run at least a year longer.

#### Cape Fear & Yadkin Valley Reorganization.

The formulation of a plan of reorganization for the Cape Fear & Yadkin Valley Railroad will be proceeded with, more than a majority of the bonds being now in control of the committee. The last day for the deposit of the bonds has passed, and the authorized depositories, the Mercantile Trust Co. of Baltimore and the Farmers' Loan & Trust Co. of New York, have received the following: Of series A, \$1,068,000; series B, \$674,000; series C, \$748,000, a total of \$2,490,000 out of the entire issue of \$3,054,000. A plan of reorganization will be adopted having fixed charges within the present earning capacity of the road as reported by the receiver, Gen. John Gill. This will avoid any chance of overrating, as business being dull during the year, the minimum earning ability is thought to have been reached. Provision will be made in the plan for a 23-mile extension, so as to give the road a deep-water terminal at Southport, N. C.

#### \$1,250,000 a Year for Fruit and Early Vegetables.

Along the route of the Louisville & Nashville Railroad, between Paris and Memphis, Tenn., a distance of 131 miles, a rapidly enlarging traffic is being developed by the increase of the fruit-growing industry. During the month of May over 100,000 cases of perishable goods were handled. Among these were 92,000 crates of berries. The balance of the shipments were made up of peas, beans and other early vegetables. The potato and tomato crops also promise large tonnage. It is estimated that in this territory over \$1,250,000 are annually distributed among the truck farmers. The strawberry crop in this section amounts to over \$250,000. The Louisville & Nashville runs fruit trains through this district, making the trip from Memphis to Chicago in forty hours.

#### Norfolk & Western Finances.

The complete annual report of the Norfolk & Western Railroad, besides the details as to operations ahead announced, contains several resolutions of importance relative to the finances of the company. One is as follows:

*Resolved*, That the board of directors is requested, whenever it deems it for the interest of the company to do so, to carry out such measures as in its judgment shall seem advisable to retire the outstanding shares of common stock; and the board is hereby vested with whatever power may be required to retire the same, either as

separate transactions or as part of any arrangement that may be adopted by the board to facilitate the financial operations or strengthen the financial condition of the company.

Another resolution adopted authorizes an increase in the company's preferred stock to the amount of 100,000 shares, to be issued and sold as the directors may determine.

#### A. B. & O. Bond Sale.

The Baltimore & Ohio has sold in London \$8,750,000 of bonds secured by deposits of bonds and stocks of terminal properties, principally in Philadelphia.

#### Railroad Notes.

THE perplexing problem of where to spend a vacation seems to be solved to everyone's taste in a folder sent out by W. A. Turk, of Washington, D. C., general passenger agent of the Richmond & Danville Railroad. The varied charms of the far-famed Piedmont region are detailed, and all information needed to plan an outing are given. On the Blue Ridge mountains in Virginia and South Carolina are many enjoyable retreats situated thousands of feet above the level of the sea, among crests of the wildest and most picturesque mountains, provided with all the modern service of the best resorts. To anyone contemplating a summer outing this folder will give some valuable hints.

THE South Carolina roads showing gains in net earnings for March are the Asheville & Spartanburg, 23.97 per cent.; Carolina, Cumberland Gap & Chicago, 21.57 per cent.; Central Railroad of South Carolina, 4.14 per cent.; Charleston, Cincinnati & Chicago, 7.12 per cent.; Charleston, Sumter & Northern, 10.06 per cent.; Charlotte, Columbia & Augusta, 1.81 per cent.; Columbia, Newberry & Laurens, 10.71 per cent.; Florence Railroad, 8.6 per cent.; Georgia, Carolina & Northern, 4.75 per cent.; Port Royal & Augusta, 0.58 per cent.; Port Royal & Western North Carolina, 11.15 per cent.; South Bound, 43.91 per cent.; South & North Carolina, 25.04 per cent.; Spartanburg, Union & Columbia, 15.53 per cent.; W. Ison & Summerton, 92.18 per cent. In the aggregate net earnings for all roads there was a decrease of 2.6 per cent.

THE Richmond, Nicholasville, Irvine & Beattyville Railroad is to be sold at public auction. The court decree fixes the upset price at \$550,000, or about \$9000 per mile. The sale is ordered on the petition of the Central Trust Co. of New York, trustee of the first mortgage. The property was placed in the hands of a receiver in December, 1891.

THE sale of the Chattanooga Southern has been postponed to October 20 at the request of the committee on reorganization. The sale is postponed on condition that the Central Trust Co., the bondholders' committee or some other party at interest shall pay the receiver before the day of sale a sufficient sum to discharge all taxes, for which the receiver is authorized to issue receivers' certificates, with interest at 6 per cent., payable semi-annually, to the party advancing the money.

DURING the ten months ended April 30 the Kansas City, Fort Scott & Memphis made net earnings of \$111,927. This shows a decrease in comparison with the similar period ending April 30, 1893, of \$25,465. The operations of the Kansas City, Memphis & Birmingham for the ten months ended April 30 show net earnings of \$173,212. Under the reorganization of this road the fixed charges for the first year will be \$134,766. It will be seen that the net earnings for ten months will provide for the year's charges, and besides allow a surplus. The charges for the second year will amount to \$166,449, and for the third year \$198,152. The normal expansion of business will probably not only meet these fixtures, but leave handsome balances.



## SOUTHERN TEXTILE INTERESTS.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 333 and 334.]

THE measure of the power of cotton to enrich the South has never been made. It is difficult to comprehend it. Cotton is such a marvelous product that we cannot fully realize its value. It has been the foundation of agriculture in the South, and of vast manufacturing interests, employing hundreds of millions of capital, in New England and in Great Britain. This manufacturing industry is surely tending to the South, and nothing can check it. In the future cotton will not simply be worth to the South an average of \$300,000,000 a year, as the raw material now is, but it will create in that section a manufacturing business which will more than treble the value of the crop to the South; it will give employment to many thousands of hands; it will need hundreds of millions of capital invested in mills before that section manufactures even one-half of its own crop; it has the raw material, the water-power, the cheap coal, the labor, the climate, which will give it a monopoly of the world's cotton mills, just as it now has a monopoly of the world's cotton production. Added to the value of the cotton crops of the past is the new wealth created by the utilization of the cottonseed. This industry is developing most astonishingly. Even now, comparatively new as it is, it adds nearly \$50,000,000 a year to the business of the South.

## COTTON MILLS IN CAROLINA.

What South Carolina Cotton Manufacturers Are Doing.

[Special CORRESPONDENT'S RECORD.]  
SPARTANBURG, S. C., June 6.

South Carolina cotton mills, without an exception, are doing well enough to pay dividends.

Nearly every mill in the State is running full time.

But two mills have been obliged to suspend operations within the last six months.

These are remarkable statements in view of the general talk about Southern conditions, but I only make them after careful inquiries from the best authorities, and after a personal visit to the cotton-mill district of this State.

People generally who have business relations with the South have an idea that Southern cotton mills are doing fairly well. Few—very few—are aware how prosperous they are, and what a source of profit they have been to the lucky stockholders. This condition has not been due to extraordinary causes. It is the natural result of features which benefit these mills, and which I will explain further on.

The cotton-mill belt of South Carolina, as it may be termed, lies in the northwestern corner of the State, and includes Union, Spartanburg, Anderson, Green and one or two other counties. The topography of the country, which is a part of the Piedmont region of the South, is such that a hundred excellent water-power sites, many of which are still without mills, are to be found. This is one reason for the location of so many mills in the locality. Another is that this section is a good cotton country, and the staple can be grown right at the doors of the factories, so to speak. The principal mills in the section now in operation are the following: Pelzer, Piedmont, Clifton, Converse, Pacolet, Enoree, Spartan, Huguenot, Reedy River, Pelham, Courtney, Cherokee, Gaffney, Cowpens, Newberry, Whitney and Batesville. Some of these plants comprise more than one building, but the above are the names of

the separate plants. The Pelzer, located at the town of the same name, seventeen miles from Greenville, S. C., has 55,000 spindles and is the largest cotton mill in the South. It is operated by water-power, with a supplementary steam plant. It was started by a Charleston capitalist, who built the first mill there in 1883. The Spartan mill in Spartanburg, principally owned by John H. Montgomery, has the largest number of spindles—32,000—of any single mill building in the South. The Batesville mill, in the town of the same name, is famous for the reason that it is claimed to be the first cotton mill built in the South. It was operated during the war by the Confederate government, which made army clothing at this point. The Piedmont Manufacturing Co. has a large plant containing about 48,000 spindles on the Saluda river, eleven miles from Greenville.

But to get down to figures, the mills in the group named aggregate 375,000 spindles and represent an outlay in capital of about \$6,000,000. They have been earning enough to declare dividends ranging from 8 to 22 per cent., 12½ per cent. being considered a low estimate of their dividend-paying capacity within the past three years. With these figures as a basis, we find the total amount available for dividends that these mills are earning annually is \$750,000.

And yet there are people who don't think Southern industries are paying ventures.

Now for a few facts to prove this calculation. The Piedmont Manufacturing Co. was originally organized with \$250,000 capital. It now has \$800,000 capital. Of the additional \$550,000, just \$300,000 was new capital contributed from outside and \$250,000 was added from six years' profits of the business in the form of a stock dividend to shareholders. The Pelzer Manufacturing Co.'s plant, which was started in 1883, contains some machinery which the company has decided to replace. The stockholders have decided to make these and other improvements by laying aside 20 per cent. annually from the profits as a sort of improvement fund for a series of years. The MANUFACTURERS' RECORD recently published an account of the success of the Gaffney mill in clearing over 20 per cent. in one year. These companies are not specially favored. Others have equally good chances for making and selling their products, and some are doing equally as well. The ones quoted are but individual instances. I have been careful not to say that they have declared dividends of the amounts named. Rarely do they pay over 10 per cent. The balance goes into a surplus. It is generally understood that the Newberry mill, which is being doubled in capacity to nearly 40,000 spindles, has almost enough surplus to pay for this improvement. Nor is the money-making confined strictly to cotton mills. The cotton-oil mill owned by Dr. Milwee at Greenwood, S. C., earned about 60 per cent. profit last year, and it is a small mill at that.

Here are some of the reasons for this truly astonishing prosperity. To begin with, much of the mill product is sold right at home. By this it is reckoned that about 7½ per cent. is saved manufacturers in commissions to their sales agents, the freight one way to New York or whatever market the goods are sent, and the charges for drayage, storage and rehandling are billed against the factories. The local merchants—the dealers in the State—save a certain amount by buying direct in freight charges, owing to the short distance the goods are to be shipped. Export

cotton-makers estimate that the expense of making cotton goods is 5 per cent. less in this section than in New England. It requires a certain temperature to work cotton to the best advantage. Here this temperature can be maintained at much less expense the year around than in New England. If the weather is colder, so much less yarn can be finished in a given time. This is a special point in favor of the South. And here are some more. Soft coal can be bought delivered at \$2.75 to \$3.00 per ton. A comfortable frame house can be built for \$100—nearly one-fourth what it would cost in the North. It can thus be rented so much cheaper, and with the necessities of life also cheaper, the scale of wages to hands is from 12½ per cent. to 20 per cent. less than paid in New England. These figures are calculated after comparisons of the wage-lists of several companies. Other items could be detailed, but these are enough to show cotton can be manufactured in the South at a profit, when Northern mills cannot make it and clear expenses. An old proverb has it, "The proof of the pudding is in the eating." The proof of this assertion is shown in the profits of the milling companies.

As a consequence of this state of affairs several new mills are projected or are being built. I have already stated the owners of the Newberry mill are enlarging it to nearly 40,000 spindles, and that the Pelzer Manufacturing Co. will make improvements to machinery, putting in more modern designs. N. B. Deal is interested in a proposed mill at Laurens, S. C. Dr. C. E. Fleming, of Spartanburg, S. C., and others have organized the Tucapau Manufacturing Co. with \$150,000 capital to build a 15,000-spindle mill near Wellford, on the Tiger river, where they have a waterfall of fifty-four feet. Lockwood, Green & Co., of Boston, are their engineers. J. B. Henry, of Greenville, S. C., is interested in forming a \$100,000 company in that city to build a mill. A new mill has been started at Lockhart Shoals, near Pinckneyville, by C. Farrar and others. The foundations have been laid. H. D. Wheat, of Gaffney, S. C., is interested in a mill it is proposed to erect at Nesbitt's Station, S. C. Altogether \$500,000 will probably be put into mills and additions aggregating 50,000 spindles within the next twelve months in this immediate vicinity.

But speaking of mill improvements reminds me that quite a number of the plants which have been earning a surplus have done it despite the fact that they have machinery that is not modern. How much more they could earn when equipped with as good an outfit as the latest New England mills is a question. But they are beginning to adopt new ideas, as I have already intimated. The Camperdown mill, which shut down at Greenville, S. C., has an old-style equipment, and though it contains but 8000 spindles, had to earn fixed charges of \$7500 per year, including an expensive power rental. It is also understood that the company might have continued in spite of this, but that it lost \$85,000 in an unfortunate venture outside of its regular mill business.

The above may give readers of the MANUFACTURERS' RECORD a faint idea of why and how it pays to spin and weave cotton in South Carolina. D. ALLEN WILLEY.

## Shipping Egyptian Cotton to America.

In the last report of United States Consul Penfield, in Cairo, Egypt, it is stated that Egypt is steadily increasing its shipments of cotton to New England mills, the shipments last year having been more than 40,000 bales, equivalent to 60,000 American bales. The acreage in Egypt in cotton is reported to have increased from 863,552 in 1892 to 1,072,541 acres at present. Mr. Penfield, referring to the projected scheme for irrigation, which he says is now almost assured, states that if this be carried out,

the amount of arable soil suitable for cotton production would be almost doubled.

## Cotton Acreage for 1894.

The annual report of the Commercial and Financial Chronicle as to the cotton acreage for 1894 indicates that there has been a net increase in the 1894 acreage over 1893 of 2.6 per cent., the total acreage for 1894 being estimated at 20,107,247, against 19,701,385 in 1893. North Carolina shows a decrease of 5 per cent., South Carolina 2 per cent. and Tennessee 8 per cent. In the other States there was an increase ranging from 1 per cent. in Arkansas, 2 per cent. in Mississippi, 3 per cent. in Florida up to 8 per cent. in Texas. The estimated acreage in 1889, 1890 and 1891 was considerably above the estimate for 1894, but in 1892 and 1893 there was a decrease. The estimate by States for 1893 and 1894 compares as follows:

States.	Acrea. 1893.	Acrea. 1894.
North Carolina.....	1,002,885	952,741
South Carolina.....	2,023,840	1,983,363
Georgia.....	3,313,790	3,340,928
Florida.....	240,300	247,509
Alabama.....	2,775,580	2,858,847
Mississippi.....	2,806,650	2,862,783
Louisiana.....	1,112,820	1,123,918
Texas.....	4,142,880	4,474,310
Arkansas.....	1,415,220	1,449,372
Tennessee.....	683,550	628,866
Other States and Territ's	183,870	198,580
Total.....	19,701,385	20,107,247

Comparing the estimate by years for the entire South, we have:

	Acrea.
1894.....	20,107,247
1893.....	19,701,385
1892.....	18,362,000
1891.....	20,838,000
1890.....	20,910,000
1889.....	20,173,000
1888.....	19,781,000

The condition of the crop is reported as nearly up to the average and more advanced as a whole than that of last year. The cultivation has been timely and thorough, and it is reported that there has rarely been a season when grass and weeds have given so little trouble, due largely to the fact that the rainfall has nowhere been excessive. Taking the entire condition of the plant, it is on the whole very promising—much better than either last year or the year before at this time—and this is particularly true of Texas and Mississippi, two of the largest producing States.

In summing up its review the Chronicle says: "Consequently, the start no doubt affords an assurance of a strong, well-rooted plant capable of surviving and doing well under more unfavorable future conditions than last year's plant gave promise of at this time."

It is, of course, folly to make predictions at the present stage of the crop as to its output, but the acreage and condition furnish some basis on which to estimate the possible yield.

## Another Big Mill for South Carolina.

The announcement is made that another large cotton mill will be added to the already large number now operating in South Carolina. The new factory will be built at Pelzer by the Pelzer Manufacturing Co. This company now operates about 52,000 spindles, or more than any other one company in the South. It is the intention to build another mill for 40,000 spindles, thus giving this company 92,000 spindles. About \$500,000 will be invested in the new plant. The Pelzer has been one of the most successful mill companies in the country, and its determination to add half a million more to its investment is but another proof of the rapid southward tendency of cotton manufacturing.

## Cotton Manufacturers Meet.

Representatives of a number of Southern mills that manufacture osnaburgs met at Montgomery, Ala., on the 7th inst. It is said that their object was to form a combination for fixing the price of that class of



goods. Nothing definite has as yet been made public.

### Notes.

THE Anniston (Ala.) Cordage Co.'s mill has resumed operations after a shut-down of a week, caused by its electric motor burning out.

THE directors of the Charlottesville (Va.) Woolen Mills held a meeting last week and elected Mr. L. T. Hanckel, secretary and treasurer, and Mr. Jno. L. Cochran, Jr., a director.

THE large annex now being built for the Newberry Cotton Mills at Newberry, S. C., is being pushed rapidly and will very soon be completed. Messrs. Lockwood, Greene & Co., of Providence, R. I., the well-known mill engineers, furnished the plans for the new building.

THE engines and boilers for the new Chewalla Cotton Mills at Eufaula, Ala., have been received. The contract for the other necessary machinery, such as spindles, looms, etc., will be awarded next Monday at a meeting of the company to be held for the purpose of receiving bids. Work of installing the plant will then be pushed as rapidly as possible.

THE directors of the proposed new Merrose Cotton Mills at Raleigh, N. C., held a meeting last week. It was determined to erect a plant for the manufacture of the finer grades of yarns. Work on the buildings will probably soon be commenced.

THE Dartmouth Spinning Co.'s mill at Augusta, Ga., which has been in charge of receivers for some time past, was sold at public outcry last week. The property was bid in by Mr. W. T. Davidson, trustee for the bondholders, at \$10,700. This bid is exclusive of \$6000 interest on \$50,000 of bonds, which must be paid before the sale is confirmed. This fact makes the bid actually \$16,700. It is not known as yet whether the plant will be operated next season.

MESSRS. LEAK, WALL & MCKAE, proprietors of the Midway Mills at Rockingham, N. C., have decided to considerably increase their plant. An addition will be built at once, and upon completion it will be equipped with 3000 spindles, making 5000 in all operated by the firm. A Victor turbine water-wheel is also to be put in. Mr. J. P. Leak is general manager of the company.

PART of the machinery of the Gold Crown Hosiery and Dye Works, at Charlotte, N. C., has been shipped to Philadelphia, where it will be thoroughly overhauled. All the latest improvements and attachments will also be added, so that the company will be fully prepared to design and finish goods. Full operations will be resumed in three weeks. The dyeing department is busy.

THE Houston Post publishes reports from every section of Texas on the cotton crop of 1893-94. A general increase in the acreage planted is reported, and the outlook is bright for a heavy yield. It is estimated that the increase in acreage is fully 10 per cent. Seasonable rains have recently fallen over a large area of territory, invigorating the plant, and reports show its condition to be healthy and vigorous. The thousands of immigrants who have located in Texas during the past two years have brought more cotton land under cultivation. The high prices paid for seed last fall, offsetting the low prices of the staple, induced farmers to plant more cotton. The crop, it is figured, will be between 1,900,000 and 2,000,000 bales.

THE Young Men's Business League is a new organization at Roanoke, Va., that will work to promote the commercial and industrial interests of the city. Such an organization may become an important factor in the Magic City's growth, as it is in need of some active agency to keep its advantages before the country.

## PHOSPHATES.

### Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, JUNE 14.

During the past week the local phosphate market has ruled quiet and steady, with very little business reported. The demand from fertilizer manufacturers is light, and they are only purchasing to supply immediate wants. Reports from South Carolina and Florida are encouraging, and although the market is quiet at the moment, a good business is expected later on. At present there is considerable activity at points of production, and miners are anticipating a good foreign trade. The receipts of phosphate at this port during the past week were the schooner May Williams, from Ashley river, S. C., with 825 tons, and the Isabella Gill, from Ashepoo, S. C., with 900 tons. The charters reported were the schooner Nina Tilson, Ashley river to Baltimore, and the Tulopha, by A. L. Tevau & Co., Port Tampa to Baltimore, at \$2.00. New York reported charters as follows: Two British steamers, 1349 and 1414 tons, from Brunswick, Ga., to Hamburg, at 16s.; a British steamer, 1287 tons, from Port Tampa, Fla., to Newcastle, at 18s. 6d.; a schooner, 1139 tons, from same port to Baltimore, at \$2.00; a schooner, 350 tons, from Charleston, S. C., to Alexandria, Va., at \$1.80; a Spanish steamer, 1835 tons, from Charleston, S. C., via Newport News to Liverpool, on private terms, and a Spanish steamer, 1839 tons, from Fernandina via Newport News to Liverpool, on private terms. The market closes steady, with prices as follows: South Carolina rock \$4.25 to \$4.50 for crude; \$5.00 to \$5.25 for hot-air-dried, and \$6.50 for ground rock, all f. o. b. Charleston. Florida rock is quoted \$4.00 to \$4.25 for 60 per cent. river pebble, \$4.50 to \$4.75 for 65 per cent. and \$5.00 for 70 per cent., all f. o. b. Punta Gorda or Tampa.

### FERTILIZER INGREDIENTS.

The market for ammoniates has ruled quiet during the week, with the offerings of all material generally light. Azotine and fish are easy and a shade lower. The reports from fishermen are not of an encouraging nature so far this season, and some predict that the catch will be light. Nitrate of soda is in fair demand, with values about steady at the late shading in prices.

The following table represents the prices current at this date:

Sulphate of ammonia.....	\$2 30@	\$2 35
Nitrate of soda.....	2 35@	2 40
Hoof meal.....	2 25@	—
Blood.....	2 10@	2 15
Azotine (beef).....	2 10@	2 15
Azotine (pork).....	2 20@	2 25
Tankage (concentrated).....	2 10@	—
Tankage (9 and 20).....	\$2.10 and 10 cts.	—
Tankage (7 and 30).....	19 00@	20 00
Fish (dry).....	nominal	25 50@
Fish (acid).....	17 50@	19 50

CHARLESTON, S. C., June 12.

The phosphate-rock market here continues in a very firm and sound state, though the volume of business is a little light. The miners are very confident in their position, and are pushing development with strictest economy, producing rock at the smallest cost and looking forward to a large manufacturing season to consume their product. Prices quoted vary from \$4.25 crude, \$4.75 to \$5.00 hot-air-dried, \$6.50 ground rock f. o. b. Charleston. The coastwise shipments were Bruce Hawkins, 900 tons, for Cartaret; M. A. May, 800 tons, for Baltimore; Z. S. Wallingford, 600 tons, for Philadelphia; Isaac T. Campbell, 850 tons, for Baltimore; Fannie Brown, 700 tons, for Baltimore; B. F. Lee, 650 tons, for Baltimore; S. B. Marts, 800 tons of acid phosphate, for Norfolk, Va.; E. R. Emerson, 600 tons pyrites cinder, for Philadelphia, Pa.; also B. F. Walker, 800 tons pyrites cinder, for Philadelphia. The plant and property of the Royal Fertilizer Co. was offered for sale by the master at public auction June 12, but, no bids being made, the sale was postponed to the future.

The failure of Walton, Whann & Co., of Wilmington, Del., has drawn in the Etiwan Phosphate Co., of this city, and receivers have been appointed of both works.

### Phosphate and Fertilizer Notes.

THE British steamship British King cleared from Beaufort, S. C., on the 9th inst. with 1000 tons phosphate rock for Garston Dock, England.

THE British steamship Mathew Beadington cleared from Beaufort, S. C., on the 4th inst. with 2750 tons phosphate rock for London, Eng. The steamship British King arrived on the 6th from Fernandina to take on phosphate.

THE phosphate industry in Polk county, Fla., is at present very active and of considerable volume. The Foote Commercial Phosphate Co., which is being reorganized, and the Excelsior Park Co. are both to commence shipping at an early date.

A BILL was filed at Charleston, S. C., on the 8th inst. by Alfred S. Malcomson, of the city of New York, against the Etiwan Phosphate Co. The bill alleges the insolvency of the Etiwan Company, and on motion of Messrs. Smythe & Lee for the company Judge Simonton signed a rule to show cause, returnable on the 18th inst., why the receivership should not be made permanent, and in the meantime appointed M. C. O. White receiver of all the property and effects of the Etiwan Company, with the usual power of receivers. A bill was also filed in the United States Court on the 8th inst. on behalf of Marcellus E. Wheeler, of Vermont, against the Walton & Whann Co. The bill recites that the Walton & Whann Co. is insolvent.

MESSRS. BENTON & UPSON, of Jacksonville, Fla., made a shipment of two carloads of phosphate machinery last week to Whitfield & Saunders, at Early Bird, Marion county. The machinery consisted of an engine, boiler, washers, pump and, in fact, a complete phosphate-mining outfit.

THE business of the Rome Chemical Works at Rome, Ga., has expanded to such an extent that the company finds it necessary to build an addition to its extensive plant. A building 100 feet long will be added, the contract for which has been awarded to the O'Neil Manufacturing Co., which will commence work at once with a large force of hands.

THE receipts of phosphate rock at Fernandina, Fla., during the past month have been very large and the railroad yards are crowded with cars. Trains of phosphate arriving are very often detained at the city limits to wait for the engine to clear the tracks. On the 8th inst. the phosphate was still coming in very freely and is handled by the elevator. The steamship Oakdale cleared on the 6th for Bonness, Scotland, with 1590 tons of phosphate, shipped by B. Arentz & Co. The British steamship Red Jacket sailed for Landskrona via Norfolk with 2650 tons of phosphate; she was loaded by the Anglo-Continental Guano Works. The steamship Elmville sailed on the 8th inst. for Kastrop, Denmark, via Norfolk with 2500 tons of phosphate from the Dunnellon mines, and the steamship Glenhaffen on the same day with 3000 tons for Rotterdam for the French Phosphate Co. The Elmville drew nineteen feet eight inches and the Glenhaffen twenty feet of water.

A HANDY little pamphlet calculated to prove helpful to the South is being issued by E. E. Posey, of Mobile, general passenger agent of the Mobile & Ohio Railroad. It is a collection of facts for homeseekers and travelers in the South. The information is pointed and authoritative, the actual experience of Northern people who located in the South being told by themselves. Several illustrations add interest to the information, and the pamphlet will be found worthy of inspection.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

### The Markets for Cottonseed Products.

NEW YORK, June 12.

Our cottonseed-oil market is falling into a state of midsummer dullness, and receipts are on an extremely limited scale. Of crude oil especially there is scarcely anything forthcoming, and in consequence holders are quite firm at prices ruling one cent above those of ten days ago. In the meantime there has been no increase in the export demand, and lower prices of lard have rendered it difficult for the compound-lard trade to follow any upward move in oil with anything like good grace. The following quotations are for barreled oils on the spot: Prime crude, 28 to 29 cents; off crude, 26 to 27 1/2 cents; prime summer yellow, 33 to 33 1/2 cents; off summer yellow, 32 1/2 to 33 cents; prime summer white, 37 cents; prime winter yellow, 37 cents; cottonseed soap stock, 1 3/8 cents.

ELBERT & GARDNER.

### Cottonseed-Oil Notes.

A DISPATCH from Chicago states that Messrs. Laird & Lee and Mr. Alexander W. Winter have patented a process for combining mineral and vegetable oils which, it is claimed, will revolutionize the manufacture of butterine, oleomargarine, compound lard and other products of packing-houses. It is claimed that the owners of the patent state that they have refused an offer of \$2,000,000 for their rights.

IT is stated that the stock in the new cotton oil mill, previously reported, to be erected in Chattanooga has been all taken with the exception of \$2500. The Oak Hills Land Co. has donated a fine site at Oak Hill and has taken considerable stock. The prospects for the success of the enterprise are said to be very bright.

MR. JOHNSON, president of the cotton-oil mill at Palestine, Texas, has visited Mexia with a view of establishing a cotton-oil plant at that place. It is stated that he proposes to establish a mill to cost \$38,000 if the citizens of Mexia will take \$6000 of stock.

THE stockholders of the Brenham Compress, Oil & Manufacturing Co. held a meeting on the 4th inst. at Brenham, Texas, and elected D. C. Giddings, A. C. H. Schweiss, A. Werner, W. A. Wood, R. E. Luhn, Wm. Zeiss, W. E. Dwyer, Alex. Simon and D. C. Giddings, Jr., as directors.

### Inducements for a Canning Factory.

J. E. Ingraham, general agent and land commissioner of the Jacksonville, St. Augustine & Indian River Railway, writing from St. Augustine, Fla., to the MANUFACTURERS' RECORD, says: "There is an excellent opening in this city for a canning factory for canning vegetables, pineapples, fish, etc. Besides the large quantity of fruit and vegetables raised in the immediate vicinity, it is accessible to the pineapple region south of us. If a factory was established here the large amount of unoccupied lands throughout this region that is suitable for fruit and vegetable-growing would immediately be settled on, and a large business assured for the factor. After the crops north of us begin to move there is a large amount of stuff raised here that goes to waste which could be saved if there was such an establishment."

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.



The dullness of summer has made but little change in the general volume of business at this port. In the lumber and timber trade business has been fair and shipping active, the stevedores having little cause of complaint for lack of employment. The business of the port during the month of May held up well, and the record was a good one. During the month nine steamships, four ships, fourteen barks, two barkentines, two schooners and one barge, representing a total tonnage of 32,476, were entered at the custom-house. During the same period thirty-three vessels cleared for foreign ports in Great Britain, Continent, West Indies and South America with cargoes consisting of 14,088,000 feet of lumber, 17,365,000 feet of sawn timber, 4301 cubic feet of hewn timber and 4000 tons of general merchandise, valued at \$449,226. The prospects for a good trade for the current month are fair, and a large fleet of vessels are now at the station, while everything points to a good summer's business in shipping circles. Among the clearances during the past week were the schooner Ebenezer Hagget, with 646,000 feet of lumber for Philadelphia; bark Louise, with 261,000 feet of lumber and 236,000 feet of sawn timber for Fe-



camp; the Norwegian ship Beonadotte cleared for London with 15,000 feet of lumber and 1,073,000 feet of sawn timber. The freight market is steady, with rates on pitch pine not materially changed. Sail rates for the United Kingdom or Continent are quoted at £4 15s. to £5, as to size of vessel. Steamers are done at £5 2s. 6d to £5 7s. 6d. Rates to Rio Janeiro \$14 50, and to Buenos Ayres \$11.50 to \$12.00. A charter is reported taken at New York of a foreign ship, 1100 tons, from Pensacola to United Kingdom, with sawn timber and or deals, 97s. 6d.

#### Mobile.

[From our own Correspondent.]

MOBILE, ALA., June 12.

During the week under review the lumber and timber industry of this port has shown a moderate activity, with prices unchanged and the demand fairly active. Timber shipments continue as active as usual, but the advices from Great Britain are unsatisfactory, as stocks in both Liverpool and London are still excessive. The vessels arriving at this port for timber have generally been previously chartered, so that they get quick dispatch in loading. The bark Sherwood cleared during the past week for Belfast, Ireland, with 48,864 cubic feet of sawn timber and 24,307 feet of hewn. Timbermen report a good demand, but prices are so low that the margin of profits is hardly perceptible. As to lumber, this season so far the demand is quite pronounced both from foreign and domestic sources. First-class lumber is in good request, but seconds and culls are not desirable, while of this class of material there is a large stock accumulating. The export trade holds its own remarkably well, both Cuba and the West Indies being the principal purchasers. Mexico is taking quite a large amount of lumber, ties and bridge stuff, while Northern seaboard cities are getting a good share of material. The demand from Great Britain and the Continent is improving, and very little stuff goes out to these countries except it is first-class. There is at present a good local demand for building purposes, as there are quite a number of residences now being built in every direction throughout the city. The clearances of lumber during the past week aggregated 878,825 feet, being distributed as follows: New York, 490,000 feet; Central America, 20,265 feet; West Indies, 277,659 feet, and Great Britain and Continent, 90,901 feet. The total shipments since September 1, 1893, amount to 54,047,841 feet, against 65,439,065 feet for the corresponding period last year. There is very little doing in shingles, as logs are too scarce to be cut, while prices are so uncertain. There is a good stock on hand to last for some time, as the local trade is the principal market. Advices from points in the State adjacent to this city report the mills as fully employed. The Bay City Lumber Co. is running day and night to keep up with its orders, which have been coming in very freely of late. This company has built up a large export trade, as its manufactured material is all first-class, and by furnishing choice grades of stuff its business has expanded. Mills at Brewton, Ala., report the demand for lumber much better than it has been, while the timber trade is looking up.

#### Beaumont.

BEAUMONT, TEXAS, June 11.

Nothing has occurred during the past week in this section to improve the general lumber market, and business is now very quiet in almost every department of the industry. The demand for all kinds of lumber is growing less every week, and now the midsummer dullness is settling down upon the market, with prospects less encouraging for an autumn trade. The Beaumont Journal, in its review of the

lumber situation, says: "The mills are running by fits and starts, always keeping within the limit of half-time, in accordance with the agreement, but they are retaining their full office force in the hope that business will at an early day show enough life to pin the men down to their desks. The demand for yard stock is so small as to amount to almost nothing. There are some orders in hand for timbers, and the Export Company has still a few cargoes to dispatch. As to prices nothing need be said, as everybody connected with the trade knows them to be hard against the bottom." At Orange, as at other lumber centres, business is very dull. The Litcher & Moore Lumber Co.'s mill is running, and the company is preparing to load the largest schooner that ever sailed from Sabine Pass. This schooner is the Augustus Welt, and the cargo will consist of 1,000,000 feet of green yellow-pine lumber, all being bill stuff cut to order for the Eastern market. It is expected that the collection of statistics by the new Texas and Louisiana association will reveal considerable shortage of stock below normal stock conditions. There has been considerable annoyance recently over rates to Mississippi river points, and many orders have been cancelled so as to enable the buyer to take advantage of the low rate from favored sections.

#### Iron Markets.

CINCINNATI, June 9.

The current week has been marked by quite a number of small orders for immediate shipment from the central and western districts. None of these were of notable size, and the larger portion was for carloads and 50-ton lots. The threatened advance of freight rates by the Central Traffic Association on the 15th inst. excites only a languid interest on the part of the buyer. The Southern furnace companies have taken the position that they will sell at current prices for delivery the next sixty or ninety days, but the figures must be based on price at furnace, and the buyers must stand whatever advance there is in freight rates. So far as an unprejudiced observer can see, there is no reason why freights should be disturbed at this time.

Eastern buyers are, apparently, looking with somewhat more favor on iron at low prices now existing, and in some cases have made their purchases covering probable requirements for remainder of the year. The foundry stocks held by Northern furnaces are gradually being depleted, and after a number of the plants which have been producing foundry grades change their output to Bessemer, which is their intention after the strike is over, it is believed that there will be less competition and somewhat higher prices.

Makers of Bessemer iron are widely at variance in their views as to prices that will be obtained when operations are resumed. Quotations during the past week show a difference of about \$2.00 per ton between the highest and lowest sellers.

The market for charcoal brands is unchanged. The movement of this grade of iron is in small lots to consumers who are making special work. The car companies are practically doing nothing, and cannot be induced to purchase.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$10 25@10 50
South. coke No. 2 foundry and No. 1 soft	9 25@9 50
Hanging Rock coke No. 1.....	12 00@12 50
Hanging Rock charcoal No. 1.....	16 00@17 00
Tennessee charcoal No. 1.....	14 00@14 50
Jackson county stone coal No. 1.....	14 50@16 00
Southern coke, gray forge.....	8 75@9 00
Southern coke, mottled.....	8 50@8 75
Standard Alabama car-wheel.....	16 25@17 25
Tennessee car-wheel.....	15 50@16 00
Lake Superior car-wheel.....	16 00@16 50

CHICAGO, June 9.

There has been a greater amount of activity in pig-iron circles during the past week. The Northern coke furnaces report an increased demand and larger sales, with greater firmness in price and an entire

absence of the cutting of prices, which has been for a long time such a prominent feature. On Southern coke irons a prospective advance in freights has caused an increase of inquiries, but on account of this change in freight the furnaces are refusing to sell at present prices excepting for immediate delivery. Southern silveries are entirely out of the market, as none of the furnaces have any of these grades, and soft irons are also so scarce that the manufacturers are refusing to accept orders for these beyond car lots. The stocks of foundry iron in the South are being materially cut down, and a marked firmness in price on everything in the way of Southern iron is a conspicuous feature of the market.

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 fdy.	\$10 00@10 25
Southern coke No. 2 soft & No. 3 fdy.	9 75@10 00
Ohio Scotch softeners No. 1.....	12 60@13 10
Lake Superior charcoal Nos. 1 to 6.	15 00@15 50

We quote for cash f. o. b. New York:

No. 1 foundry lake ore coke iron.....	\$13 50@14 00
No. 2 foundry lake ore coke iron.....	12 50@13 00
No. 1 American-Scotch.....	13 50@14 00
No. 2 American-Scotch.....	13 00@13 50
No. 1 standard Southern.....	11 50@12 00
No. 2 standard Southern.....	11 00@11 50
No. 1 standard Southern soft.....	11 00@11 50
Standard Southern car-wheel.....	18 25@18 75

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$12 00@12 25
Standard Alabama No. 2 X.....	11 00@11 25
Strong lake ore coke iron No. 1 X.....	14 00@14 25
Strong lake ore coke iron No. 2 X.....	13 00@13 25
Lake Superior charcoal.....	16 25@16 50
Standard Alabama C. C. W.....	18 00@18 50

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 75@11 00
Southern coke No. 2.....	9 75@10 00
Southern coke No. 3.....	9 50@9 75
Southern gray forge.....	9 00@9 25
Southern charcoal No. 1.....	14 00@14 50
Missouri charcoal No. 1.....	14 50@15 00
Ohio softeners.....	14 50@15 00
Lake Superior car-wheel.....	16 50@17 00
Southern car-wheel.....	16 75@17 25

ROGERS, BROWN & CO.

#### Immigration Work by a Georgia Railroad.

MACON, GA., June 11.

Editor Manufacturers' Record:

In your issue of June 8 your correspondent in his very complimentary allusion to my work in the line of immigration gives me credit with having settled 9000 people along the line of the Georgia Southern & Florida Railroad within the past five years. As I have no desire to seek credit for the work of others I must enter a disclaimer. While the statement as to the work of building up the country and towns along the line of the Georgia Southern is true, and I have contributed what I could to the work during the two years I have been connected with the road, the credit for this great work is due Messrs. W. B. Sparks, president, and J. Lane, general manager, who, from the inception of the road, have pursued a policy calculated to develop and build up the country traversed by their line. Running through a new and richly-timbered country, the lumber and naval stores naturally gave it a heavy freight traffic, but in time the lumber and turpentine must be exhausted, and the road would have to look to other sources for its traffic. Recognizing this fact, the management inaugurated a policy which was calculated to convert the forests into farms and replace lumber and naval stores with agricultural and horticultural products, that would put the traffic of the road upon a permanent basis. To this end a farm of 1000 acres was opened in the heart of the pine woods for the purpose of showing the character of the soil and the variety of agricultural and horticultural products that could be profitably produced. The result has shown that the land of this section, which a few years ago was regarded as valueless except for the timber, is equal in productiveness to any in the South, and as a consequence new farms are being opened all along the line. The owners of the large tracts of land which have been turpented and milled are cleaning them up and planting out orchards and vineyards, with the object of showing prospectors what their lands are capable of producing, and thus finding a sale for them.

Having demonstrated the productiveness of the land, the manager invited settlers to come in and cultivate them, and supplemented the invitation with offers of aid in the way of low freights upon building material and supplies. It established stations at convenient points, so that settlers could have all the conveniences of mail, express and shipping facilities. As a consequence there are more new, growing and thrifty little towns along the line of the Georgia Southern in proportion to mileage than on any other line in the South.

Two years ago a bureau of immigration was organized, and systematic effort has been made to induce Northern fruit-growers and farmers to settle along the line. The result of this effort has been the organization of several large fruit companies, one of which has the largest peach orchard in the world, who have planted hundreds of thousands of fruit trees and vines which within the next three years will produce annually 1000 cars of freight. Besides these companies, a number of individuals from the North have been attracted to this section, have purchased small farms, are improving them, and are exerting their influence to induce their friends to join them. The adaptability of the lands along the line of the Georgia Southern is being extensively and persistently advertised, and hundreds of inquiries regarding them are being received and answered, and many are taking advantage of the monthly excursion rates to come down and inspect the country.

This is a brief statement of what has been accomplished by the liberal and progressive policy pursued by the management of the Georgia Southern—a policy which if adopted by other Georgia roads would in a few years make Georgia the Empire State of the Union, as well as of the South.

W. L. GLESSNER,

Commissioner of Immigration,

Georgia Southern & Florida Railroad.

#### Big Factories for Memphis.

Memphis is to add two large factories to its industrial establishments. These enterprises are secured as a result of the systematic and persistent advertising given the city's advantages by the Young Men's Business League. One of these factories is the J. H. Smith & Co. Bending Works, of Muncie, Ind. It will employ over 200 hands and use between 4,000,000 and 5,000,000 feet of hickory timber every year in the manufacture of shafts, whiffletrees, hames, etc. This plant will occupy a tract of three and a-half acres of land. The other factory will be established by a company manufacturing a patented barrel. A site of ten acres has been selected for the works, which will cost over \$100,000 and employ about 250 men. The removal of these factories to Memphis is significant, showing what a live business organization can do for a city and giving a further illustration of the tendency of large manufacturers to get near the base of supplies. The manner in which these factories have been secured evidences the solid and legitimate lines along which the South is now being developed. These concerns are moving to Memphis simply because of the superior advantages of the location, and not because of any extravagant bonus or inducement being offered.

MESSRS. C. W. GOYER & CO., of Memphis, Tenn., dealers in sugar and molasses, have decided to make improvements for considerably increasing their facilities. A tank-line service will be inaugurated in carrying molasses from New Orleans to Memphis, and the contract for the 35,000 packages used annually in barreling molasses has been made with John Griffin, also of Memphis. This move will be of much benefit to the city, and will result directly in the distribution of \$50,000 or more in wages each year.



## MECHANICAL.

## Self-Tramping Cotton-Press.

The accompanying cuts give two views of the single toggle-joint cotton-press man-

dropping or slamming when opened. The end as well as side doors are in two sections, one section being fastened to each side door, and swings out clear from the bale on both ends as well as sides. The clamps holding the doors are released by

sary to pack a 600-pound bale, and even heavier bales have been packed with same belt. The automatic stopping arrangement is found to be very desirable as well as convenient. The manufacturer will give on application any further details desired.

chinery in the last few years than in the quick cutting of metal. The ordinary device for small jobs of this character has been found equal to the task. To attain a high speed in cutting very thick metal it is considered at a disadvantage. It was to

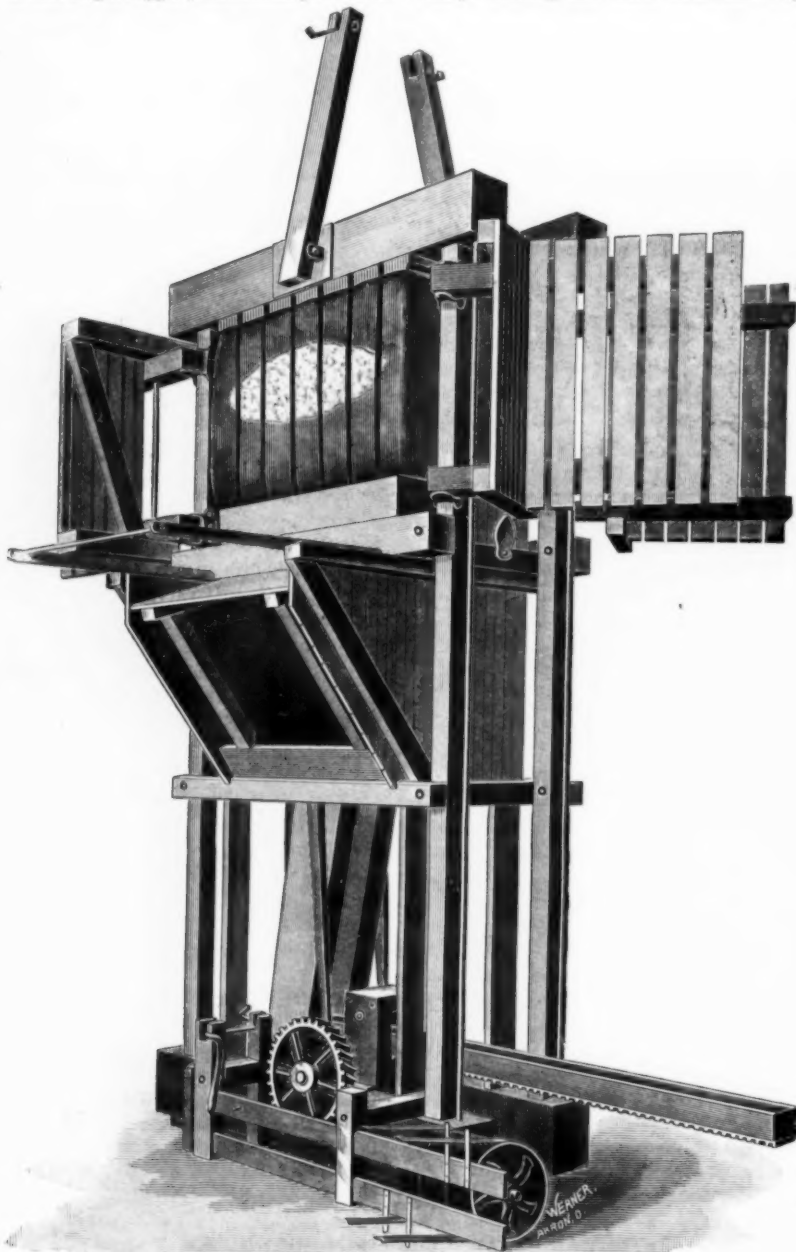


FIG. 1.—SELF-TRAMPING COTTON PRESS, SHOWING FOLLOW-BLOCK UP.

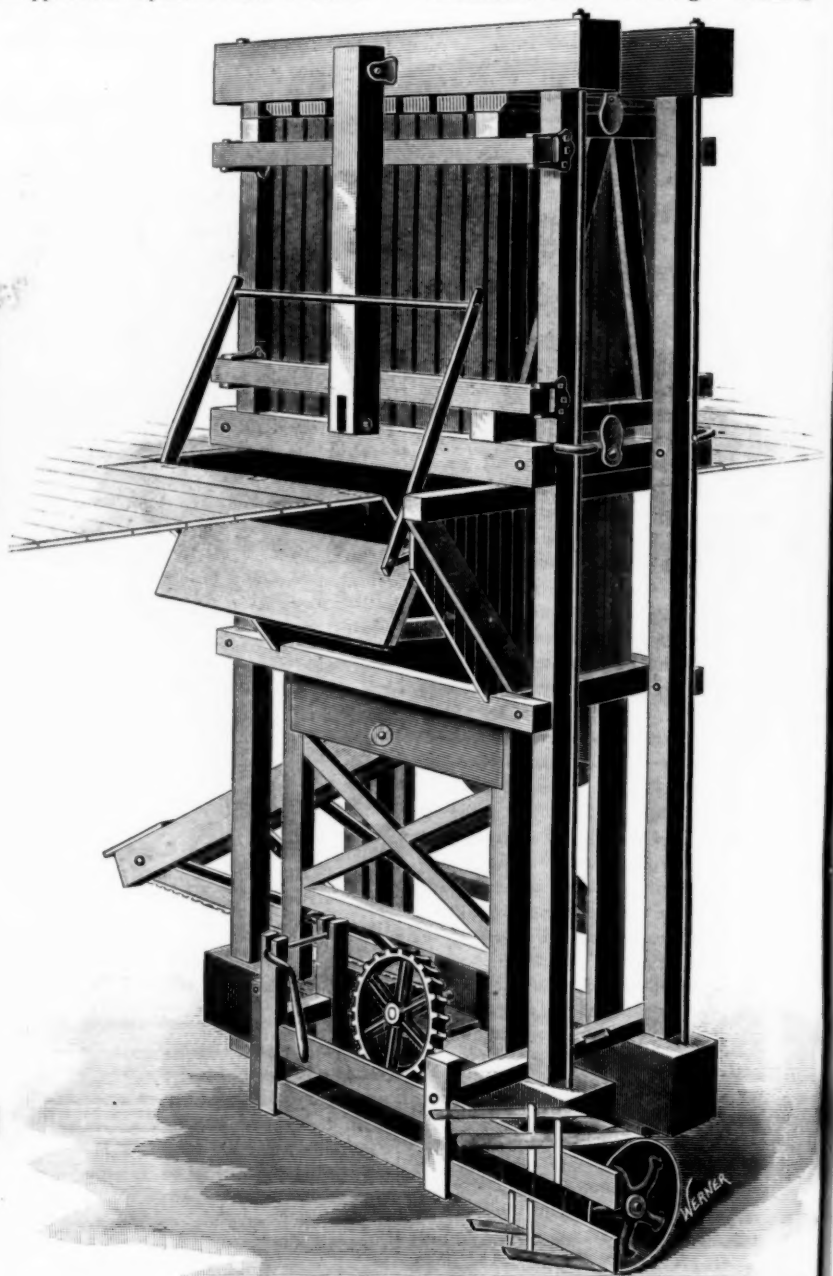
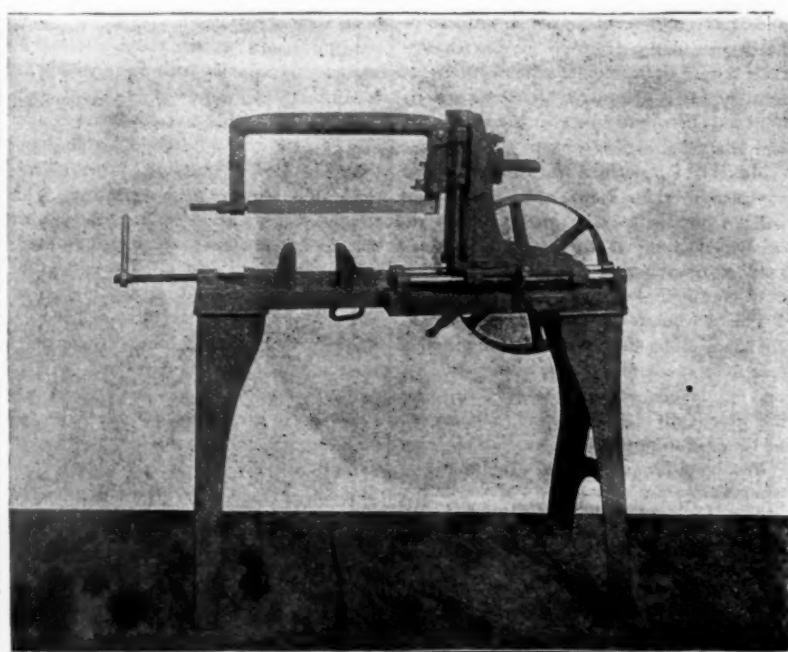


FIG. 2.—SELF-TRAMPING COTTON PRESS, SHOWING FOLLOW-BLOCK DOWN.

ufactured and introduced with flattering results last season by the Smith Sons Gin & Machine Co., of Birmingham, Ala. The toggles are operated by means of a rack and pinion in connection with a worm and gear, which is said to give enormous power and at the same time admits of a quick movement of the follow-block, so essential to the satisfactory operation of a self-tramping press. This is, it is stated, the only press using a combination of levers or toggle joint that packs up.

As the block travels up the compressing force is rapidly multiplied and the movement of the follow-block slower at the finish of the bale, where the greatest power is needed.

The block goes up in forty-five seconds and returns in the same time. It stops automatically when it reaches the limit in going either up or down. A glance at the cuts gives a clear idea of how the cotton is put into the lower box through the open chute, and when filled the open chute or side of the box is closed by the movement of a lever and the charge is packed by the upward movement of the follow-block into the upper box, where it is held by dogs, and the follow-block lowered for another charge, four charges being all that is required to pack a bale. It will be noted that the doors swing open laterally and there is no



THE Q. & C. SHOP SAW.

simply turning an iron rod, when the pressure of the bale swings the door open.

The power required to operate the press is small, only a five-inch belt being neces-

## Q. &amp; C. Shop Saw.

Perhaps in no line of work has there been a greater demand for improved ma-

meet the unusual and exacting requirements of this work that the Q. & C. shop saw was designed. This device is the result of a close study of the conditions to be encountered. It is of great capacity and power, and is guaranteed by the manufacturer to do three times the amount of work of any power hack saw, and will, it is claimed, save its cost in saw blades alone in from two to four months.

The machine is designed for shop use, and will cut all kinds and sizes of metal up to six inches in diameter. It has a positive feed, entirely automatic, and speed can be instantly changed to accommodate hard or soft metal, large or small. With an automatic screw feed adjustable to all kinds of work, the same cutting speed is maintained throughout.

Saw blades can be sharpened, and will, it is said, last at least thirty days on continuous work.

Other special features are horizontal stroke, insuring perfectly square work, and movable vise, allowing entire length of blade to be used; simplicity of construction and automatic stop.

The claims of speed as above are evidenced by the following record, the cuts made on the old-style hack saw having the advantage of a new blade for each and every cut, while the cuts made on the Q.



& C. shop saw were made with one blade and without resharpener. The details are reported as follows: Old style—One inch diameter, nine minutes; two inches diameter, thirty-six minutes; three inches diameter, two and a-half hours; four inches diameter, three hours. Q. & C. shop saw—One inch diameter, three minutes; two inches diameter, nine minutes; three inches diameter, twenty-seven minutes; four inches diameter, forty-five minutes.

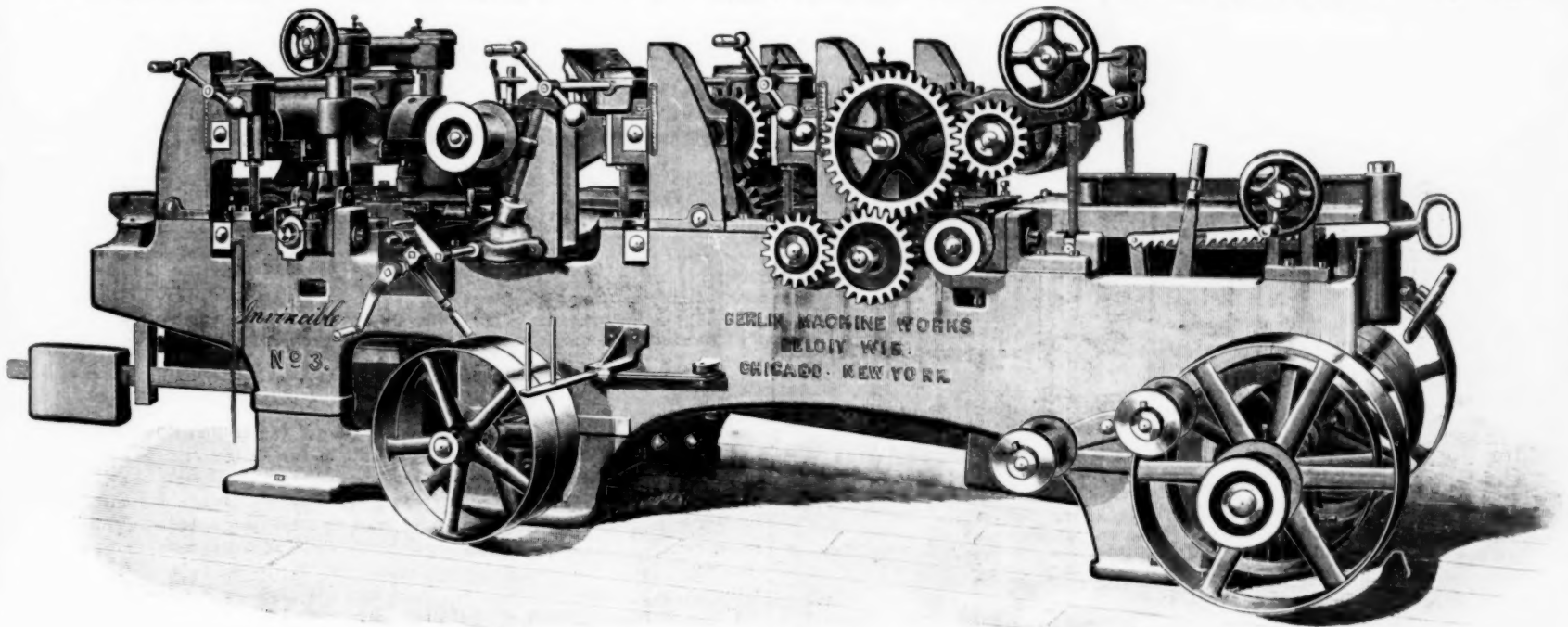
with the wheels furnished with each machine it will distribute eight different widths. The frame is mounted upon two wheels arranged like a bicycle, one wheel tracking the other and supported by two gravitating legs. Whenever the machine is dragged forward or backward the gravitating legs are free to move in the opposite direction; whenever the machine comes to rest the legs assume an upright position and support the machine from toppling

liminary preparation. The changes are thus described:

An extra cutterhead is placed in position to act on the under side of the stock before it enters the feed works of the machine, cutting off all inequalities off the underside of the stock and making a perfectly true surface. The cutterhead acts the same on the stock as a buzz or hand planer. The table in front of the cutterhead is on inclines and is adjusted for different thick-

fect round. The heads and all running parts are exactly balanced and run in self-oiling bearings, and all bearings and studs can be oiled when running.

The machine is fitted with every modern improvement in expansion pressure-bars and chip-breakers to all cutterheads; feed rollers are geared to both ends, effectively weighted, and are driven by a powerful train of gearing operated by an improved take-up belt tightener and shifting arrange-



NEW NO. 3 PLANER AND MATCHER.

These machines are made by the Q. & C. Co., Chicago, Ill., and New York city.

#### Paris Green Distributor.

A useful machine to the agriculturists is illustrated on this page. Its purpose is to check and prevent the ravages of insects on growing plants by distributing paris green, etc. The inventor is J. W. Spangler, of York, Pa., and from the testimonials of users it appears that his device fills all requirements, working perfectly and quickly, calling for but little attention. The machine is also applicable for distributing fertilizer on spinach, potatoes or other plants as a top dressing in advance

over. The wheels thus arranged avoid injuring the plants, and are easily balanced. While this machine is especially adapted to distribute paris green to potatoes, it will work as well in distributing fertilizer among growing plants, lime upon lawns, etc. In distributing paris green to plants, when they are small, the boxes are lowered and the smallest distributing wheels are used. Should there be too much current of air to interfere with the distributing wheels a funnel-shaped fender or guard is provided, which can be adjusted around these wheels and permit the paris green to be properly applied to plants with economy. The Spangler Manufacturing Co.,

nesses of cut by means of the screw operated by the hand-wheel shown at the end of machine.

Above the in-feeding table, a little in advance of the extra cutterhead, is placed a feeding-in roller journaled into a housing hinged to the first feeding-in roller stands. This roller is vertically adjusted to varying thicknesses of stock and can be thrown over and back out of the way for convenience of getting to the cutterhead to sharpen

ment, by which the feed belt can be kept tight on the driving pulleys, and at the same time easily shifted from the tight to loose pulley for stopping the feed. By this arrangement only one belt is needed for the different speeds of feed required.

With this machine is furnished the regular outfit of matcher and jointer-heads, knives, etc. For further information concerning this machine address the manufacturer as above.



PARIS GREEN DISTRIBUTOR.

of a cultivator. The invention consist of two hoppers mounted upon an adjustable frame to finish two rows at one time. The frame upon which the hoppers are mounted can be raised or lowered correspondingly with the heights of plants or potatoes. The hoppers are not fastened rigidly upon the frame, but so arranged that by a lever they can be adjusted or shifted while the machine is in operation at any moment when required to correspond with the width of the rows. The hoppers are provided with the forced-feed fertilizer distributor, the same as applied in other farming devices made by this company. Beneath the spout distributing wheels are arranged, revolving at a rapid motion, and

of York, Pa., manufactures this machine and will give prices on application.

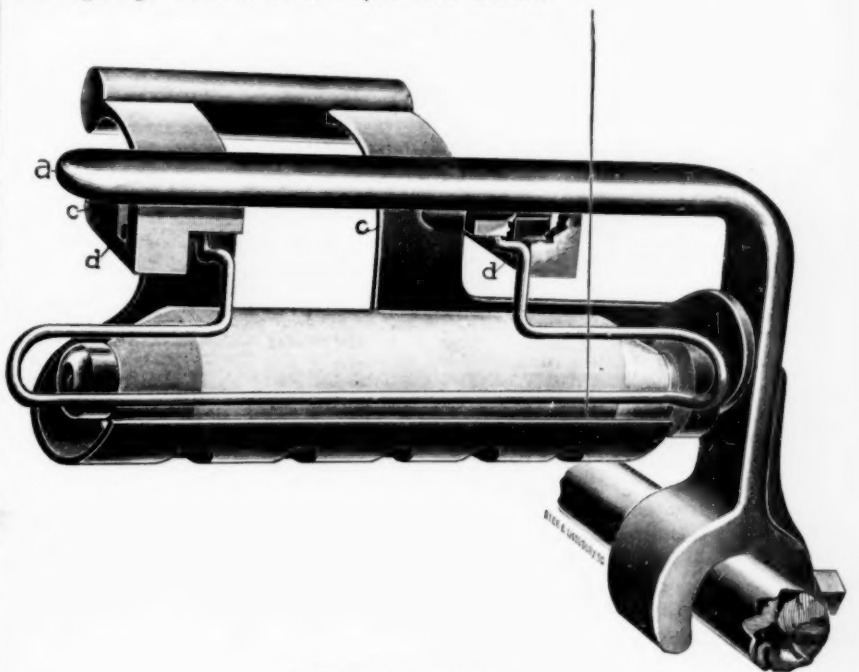
#### Improved Planer and Matcher.

The introduction of the band-saw, steam feeds and other modern methods for the rapid production of lumber from the logs has made it desirable, if not necessary, to prepare and even the under side of stock before feeding it into the flooring machine. Usually the stock is put through a single surfacer first and then into the floorer.

We illustrate the new No. 3 planer and matcher, with extra or fifth head, as made by the Berlin Machine Works, of Beloit, Wis. The improvements in this machine, the maker states, does away with this pre-

liminary preparation. It is driven by the train of gears shown in the engraving, and is for the purpose of feeding the stock to the extra head and at the same time holding the same steady to the cut taken.

This machine is built by the manufacturer with the same carefulness and exactitude used on all its productions, of the very best materials and workmanship. The parts are made to gages and jigs. Journals of cutterheads are of very high grade of special steel and ground to a per-



CRADLE BOBBIN-HOLDER.

#### Cradle Bobbin-Holder.

We call the attention of our readers to the cradle bobbin-holder, a patented device for spooling which has been recently introduced by the Easton & Burnham Machine Co., of Pawtucket, R. I.

A brief explanation only is necessary, as the cut gives a good idea of its construction and mode of operation.

The yoke *a*, attached to a round rod, supports the bobbin trough, which is pivoted at the points *c*. It is counterpoised so



that whether the bobbin is full or empty it is brought in contact with the tension wire. This tension wire is free to move in a vertical direction in the slots *d*. The holder is japanned, so as to reduce the friction of the bobbin in its revolutions in the trough, and also that it may be easily kept clean.

In operation the varying tension required is obtained, first, by the inclination of the holder to a horizontal plane; second, by the rocking motion of the bobbin trough; third, by the vertical action of the tension wire. The latter, however, offers the greatest range of control, a coarse number of yarn requiring one size of wire, and fine yarn a much smaller size.

The Easton & Burnham Machine Co., the manufacturer, will give further information on application.

#### Improved Double-Feed Oiler.

There is a steady demand among engineers and engine builders for a crank-pin oil cup which will give a steady flow of oil in just the right quantity to keep the crank pin from heating without allowing a waste. The Penberthy Injector Co. placed its safety crank-pin oiler on the market about two years ago, and it met with a very rapid sale, owing to its simplicity of construction and satisfactory operation. The company, however, is noted for never being satisfied until the articles which it manufactures are as perfect as skill and ingenuity can make them. Recognizing the fact that its cup as originally made had one or two weak points about it, it set to work to remedy these defects, and recently produced an improved double-feed crank-pin oiler, which we illustrate herewith. The improvements have lessened the number of parts of which the cover is composed, and have also simplified the construction of the



FIG. 1.—IMPROVED DOUBLE-FEED OILER.

cup, while at the same time allowing an exceptionally fine regulation.

The following description will show the superior points of this cup: H is the plunger, which rises and falls with the motion of the engine, forcing part of the desired amount of oil to the crank pin, while at the same time the oil is flashed on top the plunger and passes down through its hollow centre, thus giving two distinct and separate feeds, so that in using this cup there are two chances against its feed becoming clogged. K is the cover of the cup, containing two passageways P P. One of these is to allow the air to enter the cup, and the other is the vent hole by which the air in the cup passes out. On top of the cover is an escutcheon S operated by means of a handle N passing through it. When the cup is in operation this handle is turned hard to the right, bringing the holes in the escutcheon out of line with the holes in the cover of the cup, and the escutcheon being threaded and turning on a corresponding thread on the cup cover, allows of an absolutely tight seat being made between the escutcheon and the cover, so that it is im-

possible for the oil to spill out while the cup is working. To fill the cup the handle N is turned to the left until the holes in the escutcheon and the cover are in line, when the oil can be quickly poured in from a spring-bottom can, and as the air is allowed free vent through the vent hole, it is said to be impossible to spill the oil. In this manner the cup is filled without changing the regulation in the least. The screw L passing through the escutcheon allows it to turn to the left just a sufficient distance to bring the holes in line. The feed is regulated by the regulating screw R, which

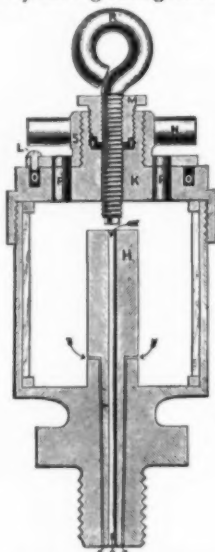


FIG. 2.—IMPROVED DOUBLE-FEED OILER.

admits of a regulation as fine as 1-1000 of an inch or less. This regulating screw passes through the stuffing nut M and through the packing I in the same manner that the stem of a globe valve passes through its stuffing nut, and the tension on the regulating screw is altered by turning this stuffing nut M same as the packing is tightened or loosened on a globe valve.

As will be seen, the cup is quite simple and not likely to get out of order. The plunger H having a square shoulder against the bottom of the cup, the oil stops feeding as soon as the engine stops running.

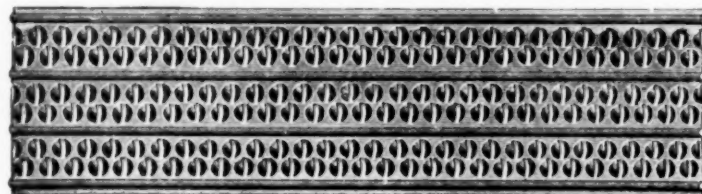
Owing to its fine regulation, it can be set to feed just the desired amount of oil, and with the proper size cup it can be so regulated as to run for a half day or a full day as desired, so that the engine need never be stopped to refill the cup. The only attention required from the engineer is to fill it at the proper times, as it does its work automatically. This cup has been adopted by several of the largest manufacturers of threshing machines in the United States and also by several large engine builders,

and wherever introduced is meeting with a wide sale.

The manufacturer, the Penberthy Injector Co., of Detroit, Mich., will furnish descriptive circulars and quote prices on application.

#### Columbia Steel Lath.

In the fire-proof construction of buildings the metallic lath is an important adjunct. Recently the underwriters of Chicago, St. Louis and Cincinnati issued a manifesto regarding the classification of fire risks, and in it they declare that a building to be ranked as first-class and be entitled to the lowest insurance rates must be lined with metallic lath or an equally good style of construction, and that neither



COLUMBIA STEEL LATH.

wooden lath or wooden furring will be admitted.

We give herewith an illustration of the new "Columbia" steel lath, manufactured by the Cincinnati Corrugating Co., of Piqua, Ohio, and which is claimed to be the perfection of mechanical and commercial success.

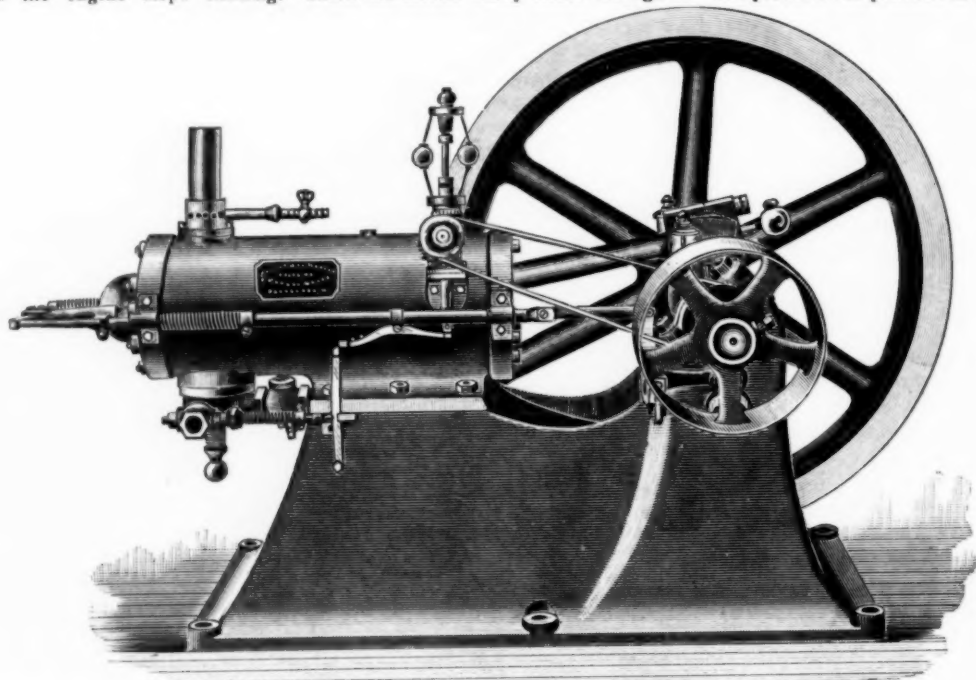
It is made from the best quality of steel, in sheets 27 1/4 x 48 inches, and each sheet covers exactly one square yard of surface. One of the most necessary features of metallic lath is that when it is applied to walls it shall be rigid, and this point is said to be carefully covered in the "Columbia" lath. It has half-round ribs or corrugations three and a-quarter inches apart, which run the full length of the sheet, insuring strength and stiffness. Between the corrugations slots with depressed lips are arranged which form an incline, upon which the mortar easily slides through to

the World's Fair of the electrical business. Many inquiries were made for such an institution, and to meet this demand the National School of Electricity has been established in Chicago, with headquarters at 1430 Monadnock Block. In the selection of the faculty the aim has been to secure men of high practical standing in the electrical field. The officers of the school are J. P. Barrett, president; J. L. Little, vice-president; E. L. Powers, treasurer, and J. Allan Hornsby, secretary.

#### The Boodey Gas Engine.

The introduction of several new features in the Boodey gas engine makes the type of that engine, illustrated on this page, of pertinent interest. The cut shows the

single gas engine, but these engines are built in two designs, single and duplex. The motive of the changes in construction is to reduce the number of working parts, and, by simplifying operations, to bring the possibilities of derangement under unskillful handling down to a minimum. The degree of success attained along such lines is evidenced in the diverse applications of this engine, together with the satisfaction given wherever they are employed. For use in electric lighting they have been found practical and economical. The cylinder is bolted to the bed and water-jacketed, as is also the head and exhaust valve. A special claim is made by the makers as to the simplicity and sensitiveness of the mode of governing. When the engine is in operation the governor holds the exhaust valve open, preventing a charge of gas being admitted into the cylinder and also prevents compression in cylinder.



THE BOODEY SINGLE GAS ENGINE.

the back, where it forms a perfect lock or clinch around the strap between the depressed lips, thus avoiding a useless and expensive waste of plaster.

This lath is especially adapted for use with adamant or patent plaster and should be applied with the corrugations running horizontally, so as to give the strongest key.

#### A School of Electricity.

A school of electricity is one of the outcomes of the centring at Chicago during

Many essential and valuable points are shown in the design of these engines, indicative of economy, smooth running and close regulation. Positive and simple tube ignition, novel construction of valves and valve gear, insure direct action and durability to the wearing parts. The crank shaft is of solid steel, and the bearings are of best metal composition, adjustable to wear. The workmanship is of a high character, giving a handsome appearance to the engine. Newell Bros., of Cleveland, Ohio, are the manufacturers, and will answer any queries for further information.



# CONSTRUCTION DEPARTMENT.

**WE PUBLISH**, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

\*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

✶ In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

**Bridgeport—Butter-dish Factory.**—The Bridgeport Woodenware Manufacturing Co. will erect an extension to its present plant and manufacture wooden butter-dishes. The machinery to be used has been invented by Mr. Deizen, of the company.

**Cedar Bluff—Saw Mill.**—J. B. Slone has bought the saw-mill plant of Woihan & Chanler.

**Florence—Handle and Spoke Factory.**—B. A. Lawton has made the Business League a proposition for the establishment of a spoke and handle factory with a paid-up capital of \$20,000. Endeavors are now being made to meet the proposed terms.

**Gurley—Woodenware Factory.**—N. M. Johnson is putting in machinery for the manufacture of wooden washboards.

**Huntsville—Furniture Factory.**—The new furniture-manufacturing company lately reported has been formally organized under the name of the West Huntsville Furniture Co. Directors were chosen as follows: J. R. Stevens, T. W. Pratt, W. S. Wells, A. Campbell, R. E. Spragins, C. E. Hoy and Oscar Goldsmith. Work of erecting factory will soon commence.

**New Decatur—Tannery.**—The American Oak Extract Co. is reported as to erect a tannery to employ 600 hands.

**Piedmont—Furniture Factory.**—Nathan Alexander has lately put in machinery for the manufacture of furniture and is now operating same.

**Seale—Grist Mill and Gin.**—Chas. R. Illyes will erect a cotton gin and grist mill.\*

## ARKANSAS.

**Arkadelphia—Foundry and Ice Plant.**—Greene, Shelton & Seaman, of Hot Springs, contemplate establishing an iron foundry and ice plant in Arkadelphia.

**Fayetteville—Water Supply.**—The construction of a water supply is talked of. The Chamber of Commerce can be addressed.

**Helena—Gas Plant.**—The Helena Gas Co. is about to commence work on the erection of a new gas plant to replace its old works.

**Little Rock—Lumber Plant.**—The Union Lumber Co., capital stock \$5000, has been incorporated for the purpose of manufacturing lumber. A. F. Brady is president; R. L. Toors, vice-president, and S. E. Toors, secretary-treasurer.

## FLORIDA.

**Bartow—Foundry and Machine Shops.**—B. J. Louman, T. J. Parker and A. D. Howard will erect a foundry and machine shops. Buildings will be put up at once, and Mr. Howard has gone to Cincinnati to buy machinery.

**Bloomington—Sugar Mill.**—Charles Kingsley has just erected a sugar mill.\*

**Gulf City—Canning Factory.**—The Gulf City Canning Co., lately noted as organized, will erect plant at once. Benj. F. Moody is president.\*

**Inverness—Printing Works.**—Printing works will probably be established. Clerk of the Circuit Court can be addressed.\*

**Micanopy—Box Factory and Saw Mill.**—Feaster Bros. are erecting a saw mill, box and crate factory; will also manufacture sash, blinds, etc.

**Ocala—Telephone Line.**—A company is being organized for the purpose of constructing a telephone line.

**Pensacola—Electric Plant.**—The Citizens' Electric Light & Power Co. has been organized for

the purpose of erecting an electric light and power plant and will commence work on same at once. T. E. Welles, president; S. C. Cobb, vice-president, and C. J. Heinberg, secretary-treasurer. The capital stock is \$20,000.

**Tampa—Phosphate Mines.**—Wier & Handry will make arrangements for the mining of phosphate.

## GEORGIA.

**Atlanta—Mercantile.**—The R. M. Rose Co. has been incorporated lately; purpose, to conduct a mercantile business. R. M. Rose is president.

**Atlanta—Box Company.**—Mr. Adler, of New York; Albert A. and Albert P. Wood have incorporated the United States Metal Box-Corner Co. with a paid-in capital of \$10,000; privilege of increasing to \$200,000.

**Augusta—Cotton Mill Sold.**—The Dartmouth Spinning Co.'s cotton mill has been sold at public outcry to W. T. Davidson, trustee for the bondholder. The price paid was \$10,700.

**Augusta—Glass Works.**—The Augusta Glass Works have been sold at public sale to George Howard, representing the bondholders. The property was bid in at \$5200.

**Augusta—Manufacturing.**—An Eastern party who has become interested in Augusta through the efforts of the Young Men's Business League, is negotiating for the establishment of a manufacturing enterprise.

**Bolton—Brick Works.**—Garr, Bently & Briggs have built brick works near Bolton.

**Cedartown—Lumber Plant.**—W. S. Shiflett has purchased the Cedartown Lumber Co.'s plant at receivers' sale.

**Quitman—Electric-light and Water Works.**—The citizens' election held on June 11 resulted in favor of issuing \$20,000 of bonds for water works and electric lights. Contracts for both plants are already awarded, and work on them will commence at once.

**Rome—Chemical Works.**—Contract has been awarded for the erection of a large addition to the Rome Chemical Works.

**Savannah—Paint Mill.**—Jno. W. Huger contemplates establishing a paint mill.

## KENTUCKY.

**Campbellsville—Wheel Works.**—The Royer Wheel Co., noted last week (under Winchester), expects to remove to a new field during the summer, but has not yet decided on a location.

**Frankfort—Ice Plant.**—N. I. McDaniel has leased the Capital Brewing Co.'s plant, but will operate only the ice machinery for the present.

**Pine Knot—Stave Mill.**—The Otley Stave Co., of Sunbright, Tenn., has removed its machinery to Pine Knot.

**Sturgis—Coal Mines and Coke Ovens.**—The Sturgis Coal & Coke Co. will develop its mines to a daily capacity of 1200 tons, and to do so will put in additional machinery. Coke ovens will be built later on.\*

## LOUISIANA.

**Abbeville—Saw Mill.**—Uriah Stansbury has erected a saw mill near Abbeville and now has it in operation.

**Alexandria—Water Works and Electric Lighting.**—The city intends to construct a system of water works and will advertise for bids. Bids will also be wanted on electric lighting. Address the clerk to city council.\*

**Alexandria—Ice Plant.**—New Orleans parties have organized the Alexandria Ice Factory Co. and will at once erect in Alexandria an ice plant. Site has been secured and work is to be commenced at once.

**Calhoun—Tobacco Factory.**—The Calhoun Land & Tobacco Co., noted during the week as incorporated, will erect its proposed factory at once. A 60x30-foot building will be put up and both chewing and smoking tobacco will be manufactured. J. L. Bryan is president, and Norris Calhoun, secretary.\*

**New Orleans—Grain Elevator.**—It is reported that the Louisville & Nashville Railroad Co. (office, Louisville, Ky.) will erect a grain elevator at New Orleans.

## MARYLAND.

**Baltimore—Manufacturing.**—The Doig Novelty Manufacturing Co., incorporated during the week, will manufacture spool holders and other articles for general use; Frederick Henkleman, president; Geo. W. Mobray, secretary, and Wm. J. Doig, general manager; capital stock, \$10,000; office of company, 100 West Fayette street.

**Baltimore—Merchandise.**—Wm. H. Daly, Jno. R. Cole, Henry Matthews, Arthur Evans, Edward Wallace and others have incorporated the Northwestern Supply Co. to transact a merchandise business. The capital stock is \$10,000.

**Baltimore—Mercantile.**—Joseph Tate, Wm. J. Hooper, Wm. C. Rouse, John W. Putts and

Walter B. Swindell have incorporated the Joseph Tate Co. to conduct a mercantile business. The capital stock is \$25,000.

**Ellicott City—Water Works.**—The city has authorized D. G. Adelsberger, of Baltimore, to make surveys, estimates and specifications of a water-works system. The sum of \$30,000 is to be expended for this purpose.

**Texas—Lime-kilns.**—Vincent Shipley & Sons have made considerable improvements to their lime-kilns, put in new fifty horse power engine and other machinery.

**Washington, D. C.—Manufacturing.**—The Interstate Dental Manufacturing Co. has been organized for the purpose of manufacturing dental supplies. J. W. Simmons is president; W. E. Aughinbaugh, vice-president, and J. E. Fitzgerald, secretary-treasurer; capital stock, \$50,000.

## MISSISSIPPI.

**Rosedale—Box Factory.**—Goodwillie Bros., of Wausau, Wis., will establish at Rosedale a factory for making boxes and using 65,000 feet of lumber daily. A large saw mill will be operated in connection with the box plant and a force of 300 men is expected to be employed.

## MISSOURI.

**Ash Grove—Lime.**—C. W. Goetz, Elizabeth Goetz and James N. Barton have incorporated the Ash Grove White Lime Association with a capital stock of \$50,000.

**Joplin—Lead and Zinc Mining and Smelting.**—E. Hedburg has perfected the organization of the American Lead & Zinc Co. with a capital stock of \$500,000, half paid in. The company's purpose is to mine and smelt lead and zinc ores in the Joplin (Mo.) and Burlington (Iowa) districts.

**Kansas City—Railroad-supply Works.**—John H. and William H. Lucas, James H. Frost and C. H. Fitzhugh have incorporated the Missouri Frog and Crossing Works with a capital stock of \$100,000.

**Kirksville—Coal Mines.**—The O. K. Coal Mining Co. has been organized to open mines. A Mr. Collins is interested.

**Novinger—Coal Mines.**—Stroup Bros. are opening coal mines.

**St. Louis—Capital Increase.**—The Syndicate Investment Co. has increased its capital stock from \$22,200 to \$37,200.

**St. Louis—Increase Capital.**—The St. Louis Stringer Co. has increased its capital stock from \$4000 to \$10,000.

**St. Louis.**—Wm. H. Parmeter, Matthew J. Ryan and Hugh R. Hildreth have incorporated the Mining Securities Co. with a capital stock of \$10,000.

**Webb City—Mining Plant.**—J. D. Dipboye and associates will rebuild their mining plant lately burned.

## NORTH CAROLINA.

**Asheboro—Furniture Factory.**—P. H. Morris and associates are endeavoring to form a company to establish furniture factory. The sum of \$15,000 will probably be expended for machinery.\*

**Carthage—Gold Mine.**—H. B. Tilden will develop the Coyle gold mine in Moore county. Work will be commenced at once.

**Charlotte—Gold Mine.**—William Gadd and Jeff Hartsell will develop the Coburn mine in Union county.

**Charlotte—Belting Works, etc.**—The Charlotte Supply Co. has decided to put in machinery for the repair of leather belting and for manufacturing loom strappings. Arrangements will be made at once to start the works, and C. A. Briggman is to have charge of same.

**Charlotte—Hosiery Mill, etc.**—The Gold Crown Hosiery and Dye Works is having its equipment of machinery overhauled and improved.

**Charlotte—Bellows Factory.**—George H. Newcomb, James Flemming and Robinson Gill have organized the Charlotte Bellows Co. and will establish a bellows factory on North Pine street. Mr. Fleming is president; Mr. Gill, treasurer, and Mr. Newcomb, secretary.

**Concord—Gold Mines.**—B. N. H. Miller will open gold mines.

**Hickory—Woodworking Plant.**—The Hickory Manufacturing Co. has purchased and will operate the Novelty Woodworking Co.'s plant.

**King's Mountain—Platinum Mine.**—John O'Neil, of Westfield, Mass., will develop platinum deposits near King's Mountain.

**Monroe—Gold Mine.**—A. A. Laney will open a gold mine.\*

**Murphy—Bridge.**—Cherokee county will build an iron bridge. Address W. M. West, chairman.\*

**New Berne—Water Works.**—The entire plant and franchise of the New Berne Water Co. was purchased on June 5 at public sale by James Redmond for \$35,025.

**Rockingham—Cotton Mill.**—Leak, Wall & McRae will erect an addition to the Midway mills and put in 3000 spindles and other machinery.

**Rocky Mount—Gold Mines.**—E. W. Lyon writes us that the Pittsburg (Pa.) parties who lately bought the Sawyer gold mine, in Randolph county, are about to organize the Sawyer Mining Co. for the development of same. Operations will be in charge of experienced men, and a 50 ton free-milling plant will be built at once.

**Scotland Neck—Electric-light Plant.**—S. F. Dunn and Geo. W. Coughenour intend to put in an electric-light plant.

**Watauga Falls—Gold and Silver Mine.**—It is reported that the Grandfather Mining Co. will develop a gold and silver mine.

## SOUTH CAROLINA.

**Charleston—Chemical Works.**—The Fernoline Chemical Works, whose plant was burned last week, has not yet decided whether to rebuild or not.

**Chester—Telephone Equipment.**—The Chester Telephone Co. is the name of the company noted last week.\*

**Pelzer—Cotton Mill.**—The Pelzer Manufacturing Co. has decided to increase its capital stock from \$600,000 to \$1,000,000, and with the money thus obtained erect another cotton mill of 4000 spindles.

**Spartanburg—Fence Company.**—W. F. Brown, S. T. D. Lancaster and W. R. Gaston have incorporated the Spartanburg County Hedge Fence Co. with a capital stock of \$15,000.

## TENNESSEE.

**Chattanooga—Cottonseed-oil Mill.**—The oil mill company noted last week has applied for charter under the name of the Chattanooga Cotton Oil Co. with W. D. Roberts, E. G. Richmond, H. Bond, R. M. Chambliss and A. S. Glover as incorporators.

**Chattanooga—Lead-pencil Works.**—It is reported that arrangements have been effected for the establishment of a branch lead-pencil factory by L. and C. Hardmuth, of Budweis, Austria. Fifty men are to be employed.

**Cleveland—Lead Mines.**—Charles S. Steele will open lead mines.\*

**Concord—Creamery.**—A company lately organized is erecting a butter and cheese factory, and contemplates putting in a cannery.

**Dyersburg—Hoop Factory.**—George Fay will start a coiled-hoop factory.

**Embreeville—Iron Furnace, Mines, etc.**—It is stated that negotiations are now pending which will enable the Embreeville Freehold Land, Iron & Railway Co. to resume operating its properties, which are iron furnace, iron mines, etc.

**Jackson—Electric Plant.**—The Jackson & Suburban Street Railroad Co. will erect a new electric plant in the near future.

**Memphis—Livery, etc.**—W. P. Holladay, Jr., Geo. Arnold and others have incorporated the Eclipse Livery Co. to conduct a general livery and feed-store business.

**Memphis—Bending Works.**—J. H. Smith & Co., of Muncie, Ind., will remove their wood bending works to Memphis. From 250 to 300 hands will be employed.

**Nashville—Electric Plant.**—The Cumberland Electric Light & Power Co. intends to enlarge its plant.

**Sewanee—Mining Plant.**—C. Gustavus Memminger, of Bartow, Fla., will install a mining plant in Tennessee. Address at Sewanee for the present.\*

## TEXAS.

**Alpine—Quicksilver Mines.**—Jas. P. Chase, of New Mexico, is reported as to develop quicksilver mines near Alpine.

**Angleton—Canning Factory.**—A Louisville (Ky.) company will probably locate a canning factory at Angleton. H. C. Chappell, of Angleton, can give information.

**Austin—Cotton or Woolen Mill.**—It is said that steps will probably be taken at once for the organization of a cotton or woolen manufacturing company. If anything definite develops, the Young Men's Business League can be addressed.

**Dallas—Cistern Works.**—Eidelbach & Sons, of Flatonia, who established cistern works in Dallas last month, have already commenced to put in additional machinery.

**Fulshear—Cotton Gin.**—Quinn & Nesbitt will erect a 30 to 40 bale cotton gin.

**Fulshear—Cotton Gin.**—R. S. Havins is erecting a 30-bale cotton gin.

**Houston—Improvements, etc.**—The Raymond Town Co., capital stock \$200,000, has filed its charter. A. C. Wilcox, H. L. Williams and G. F. Tennant, of Houston, N. C. Jones, of Galveston,



and C. J. Jones, of Perry, Oklahoma, are the directors.

**Jefferson—Foundry, etc.**—A new brick addition is being built to Henderson's foundry and machine shops, and considerable new machinery will be added.

**Jefferson—Brass and Iron Foundry.**—The McDonald Brass and Iron Foundry has just been completed and commenced operations.

**Longview—Broom and Mattress Factory.**—R. M. Kelly will establish a broom factory, machinery having been purchased. The manufacture of mattresses will be introduced later on.

**Mexia—Cotton Compress.**—A cotton compress will be located, so it is reported.

**Mexia—Cottonseed-oil Mill.**—A \$40,000 stock company is proposed to erect a cottonseed-oil mill. Mr. Johnson, president of the Palestine (Texas) Oil Mill Co., can probably give information.

**New Braunfels—Cotton Gin.**—Peter Faust & Co. have commenced the erection of a new cotton gin.

**Rockdale—Coal Mines.**—Olsen Bros., of San Antonio, will open the coal mines noted last week. They are making considerable improvements and putting in machinery.

**San Antonio—Cottonseed-oil Mill and Cold-storage Plant.**—The new oil-mill company lately noted, of which Amos Graves is president, is known as the Western Cotton Oil Manufacturing & Cold Storage Co. The oil mill will be installed at once, and a cold-storage plant will also be operated. About seventy-five employees will be engaged.

**Velasco—Cotton Gin.**—M. D. Mather and associates are erecting a new cotton gin west of the San Bernard.

#### VIRGINIA.

**Buena Vista—Iron Foundry.**—The A. K. Rarig Co., whose foundry was burned last week at a loss of \$35,000, will decide in the near future whether it will or will not rebuild.

**Claremont—Land Development.**—A charter has been granted to the Citizens' Land, Building, Loan & Development Co. with a capital stock of \$20,000.

**Culpeper—Water Works.**—At the special election held on the 7th inst. the city voted to expend \$20,000 on constructing water works.

**Danville—Telephone System.**—The proposed telephone company noted several days ago is now assured, sufficient stock having been subscribed. Organization will be effected at once under the name of the Danville Telephone Co., with a capital stock of \$20,000. Complete system will be constructed at once. W. A. Taylor, promoter.\*

**Low Moor—Ore-washing Plant.**—The Low Moor Iron Co. will erect a new washing plant at Dolly Ann furnace; capacity of washer to be 500 tons per day.

**Lynchburg—Furniture Factory.**—O. B. Barker will organize a company to operate the West Lynchburg Furniture Factory.

**Newport News—Gas Plant.**—A. H. Leftwich, of Spartanburg, S. C., has obtained charter to build a gas plant at Newport News and will construct same large enough to light a city of 10,000 inhabitants.

**Norfolk—Water Supply.**—The Ray Artesian Well Co., of Providence, R. I., which is under contract to furnish the city water department of Norfolk with a daily supply of 5,000,000 gallons of water, has commenced sinking artesian wells.

**Norfolk—Grist Mill.**—J. C. Roberts has built a mill for grinding meal, hominy and mill feed.

**Petersburg—Fireworks Factory.**—A charter has been granted to the Charles N. Romaine Fireworks Co. with a capital stock of \$20,000. The company has nearly completed its factory in Prince George's county, near the city limits. This concern is a continuation of Romaine Bros., whose works were destroyed by an explosion several months ago.

**Sandy Level—Barytes Mine.**—A barytes mine is being developed near Sandy Level by Parker & Buttell.

#### WEST VIRGINIA.

**Buckhannon—Lumber Plant.**—The Buckhannon Boom & Lumber Co.'s large plant was sold at public auction last week to John T. McGraw, of Grafton, and Charles E. Wells, of Glover's Gap, at \$27,105. In addition, the purchasers must settle a vendor's lien of \$20,000.

**Charleston—Water Works.**—A charter has been granted to the Irvine Co., with an authorized capital stock of \$5,000,000; purpose, to operate water works. The incorporators are J. A. Thayer, H. P. Devonshire, Bilton McDonald, W. W. Johnson and F. H. Scott.

**Martinsburg—Planing Mills.**—W. E. Tebo has lately built an addition to his planing mills and put in new machinery.

#### BURNED.

**Arkansas City, Ark.**—The Arkansas City Hotel.

**Everett's Springs, Ga.**—J. F. Barnett's saw mill.

**Franklin, La.**—J. W. & W. P. Foster's sugar-house.

**Moundsville, W. Va.**—The Globe Mineral Wool Co.'s plant almost totally destroyed; loss about \$7500.

**Sabillasville, Md.**—Reuben Shover's saw mill.

**Smithfield, N. C.**—Rand Bros.' planing mills.

**Winston, N. C.**—Geo. Chafin's distillery.

#### BUILDING NOTES.

**Alachua, Fla.**—Store.—Harrison & Summers will erect a store building.

**Arlington, Md.**—Church.—Contract for building the new M. E. Church South has been awarded to J. T. Marshall, of Glyndon, at \$14,000. Frank E. & Henry R. Davis are the contractors.

**Biloxi, Miss.**—City Hall.—G. C. Taylor & Co., of Meridian, have received contract at \$13,987 to build the new city hall in Biloxi.

**Charleston, S. C.**—Hotel.—The Charleston Hotel Co., noted several weeks ago as to build a hotel, has obtained a commission to incorporate. Francis G. Cart, Samuel Lapham and Luther Lapham are the incorporators; capital stock \$25,000. S. W. Foulk, of New Castle, Pa., has prepared the plans for the hotel and contract has been let, work to commence at once.

**Chimney Rock, N. C.**—Hotel.—Horton & Nuttall, of Rockingham, have commenced work on a 40-room hotel at Chimney Rock, as reported last week.

**De Land, Fla.**—Church.—Mr. Hubbard, of Rochester, N. Y., has completed the plans for the new Baptist church building which is to be erected at a cost of \$16,000.

**Franklin, Ga.**—Courthouse.—Waggoner & Gorenflo, of Atlanta, have been awarded contract to build the Heard county courthouse at Franklin.

**Gainesville, Fla.**—Church.—Sealed bids for the erection of the new First Baptist Church will be received until June 20.

**Gonzales, Texas—Courthouse.**—Plans, details, specifications and bids for the erection of the new \$65,000 courthouse will be received until June 18. Address John S. Conway, county judge.

**Hillsboro, Texas—School Building.**—The city will erect a school building to cost \$4000. Address the mayor.

**Hodgenville, Ky.**—Church.—Bids will be opened June 16 for rebuilding the Baptist church. Address W. G. Gaddiss.

**Houston, Texas—Dwellings.**—J. F. Burnett has obtained permit to erect ten frame dwellings to cost \$10,000.

**Itasca, Texas—School.**—The citizens will erect a schoolhouse at a cost of \$15,000. B. F. Maner can be addressed.

**Jacksonville, Fla.**—Church.—Plans and specifications have been prepared for the \$20,000 church to be built by the Baptists. Address Rev. Mr. Johnson, pastor of Baptist church.

**Jacksonville, Fla.**—Market-house.—Plans prepared by A. S. Eichberg and J. R. Scott for the proposed city market-house have been accepted. The building is to cost \$60,000.

**Kershaw, S. C.**—Store.—Blackmon & Estridge will erect a two-story brick store.

**Knoxville, Tenn.**—Gymnasium, etc.—A new gymnasium building and mechanical building will be built for the Deaf and Dumb Asylum at a cost of \$75,000; Bauman Bros., architects; contracts let.

**Louisville, Ky.**—Dwelling.—C. H. and G. W. Hamilton have obtained permit to erect a two-story brick dwelling to cost \$3000.

**Lynchburg, Va.**—Storehouse.—Bell, Barker & Jennings have let contract for the erection of a five story brick and iron storehouse.

**Micanopy, Fla.**—Hotel.—A report is current that Clear Water parties will erect a hotel in Micanopy.

**Micanopy, Fla.**—Hotel.—J. W. Carter has purchased the Central Hotel and will enlarge it.

**Midway, Ky.**—School Building.—The Kentucky Female Orphan School will erect a new three-story brick building. Martin Geertz, of Lexington, architect.

**New Orleans, La.**—Business Building.—Work has been commenced on the seven story office building which the Liverpool & London & Globe Insurance Co. decided some time ago to build. It will cost \$250,000.

**New Orleans, La.**—Amphitheatre.—The Charity Hospital will erect a new operating building with amphitheatre of 400 seats capacity. W. A. Freret & Son are the architects. Bids for erecting the structure have been submitted and opened, but contract is not yet awarded.

**New Orleans, La.**—Schoolhouse.—The Convent of Perpetual Adoration has obtained permit to erect a brick schoolhouse to cost \$12,500.

**Rockdale, Texas—City Hall.**—The erection of a city hall is proposed. Address the mayor.

**Rock Hill, S. C.**—Church.—The Spratt Machine Co., of Fort Mill, has secured contract for erecting the proposed \$12,000 Presbyterian church in Rock Hill.

**Savannah, Ga.**—Public Building.—Contract for excavation, foundation, basement, area walls, etc., for the new United States public building has been awarded to Thomas Clark & Sons, of Chicago, Ill., at \$22,721.

**Statesboro, Ga.**—Courthouse.—Contract for building Bulloch county's new courthouse has been awarded to J. H. McKenzie, of Augusta, at \$16,980.

**St. Augustine, Fla.**—Warehouse.—Plans have been prepared for the new warehouse which C. F. Hamblen is to erect.

**St. Louis, Mo.**—Hotel.—H. E. and J. N. Rood and M. F. Watts have incorporated the H. E. Rood Hotel Co. with a capital stock of \$12,000.

**St. Louis, Mo.**—School.—A permit has been issued for an addition to the Penrose School building to cost \$29,000.

**St. Louis, Mo.**—Hotel.—C. W. Kellogg & Son have prepared plans for a hotel and two stores for the G. Schuchman Real Estate Co. to be built at a cost of \$50,000.

**St. Louis, Mo.**—School.—A. H. Kirchner has prepared plans for a public school to be built by the city at a cost of \$29,000.

**Waco, Texas—Cotton Palace.**—Contract for the erection of the Texas Cotton Palace has been let to R. M. Ligon for \$10,750. The building is to be completed within ninety days.

**Washington, D. C.**—Church.—J. A. Rodbird has been awarded contract for the erection of the proposed new \$27,000 church.

**Washington, D. C.**—Dwellings.—C. E. Keferstein has obtained permit to erect seven brick dwellings to cost \$47,000; J. J. Patterson, permit to erect a three-story brick dwelling to cost \$6200; architects and builders all engaged. Fuller & Garrett have prepared plans for a three-story dwelling to cost \$14,000.

**Washington, D. C.**—Residence.—Mrs. George W. Childs, of Philadelphia, Pa., will erect a three-story handsome residence. Plans have been prepared.

**Weatherford, Texas—Church.**—A new Baptist church building will be erected. Wiley Blair can give information.

**Webb City, Mo.**—School Building.—F. S. Allen, of Joliet, Ill., has prepared the plans for the city's proposed new three-story school building.

**West Point, Miss.**—Business Block.—John E. Davis will erect a block of business houses.

**West Point, Miss.**—Hotel.—An addition will be built to the Jackson House.

**Weston, W. Va.**—Courthouse.—Contract for erecting the new Webster county courthouse has been let to Mr. McCoy, of Marietta, Ohio, at \$11,900. Franzheim & Gersey, of Wheeling, prepared the plans.

**Wharton, Texas—Bank Building.**—R. T. Ervin & Co. are erecting a brick bank building to cost not less than \$10,000.

**Wilkesboro, N. C.**—School.—R. N. Hackett, mayor, writes that, in regard to new school building, the only plan wanted is a plan to get the money with which to build it.

#### RAILROAD CONSTRUCTION.

##### Railroads.

**Clendennin, W. Va.**—The Clendennin & Spencer Railroad Co. has been chartered to build a railroad from Clendennin to Spencer by W. S. Lewis and Carlos Lewis, of Charleston; H. O. Wyatt, W. A. Ripley and J. C. Wanhon. The capital stock is \$200,000.

**Durham, N. C.**—The building of a railroad from Durham or Raleigh via Troy to Charlotte is proposed. J. S. Carr, of Durham, can give particulars.

**Easton, Md.**—The Easton & Chestertown Railroad Co. has been chartered by James Alfred Pearce and Charles T. Westcott, of Chestertown; George E. Haddaway and William Goldsborough, of Easton, and P. H. Feddeman, of Centreville. The road is to run from Easton through Talbot, Queen Anne's and Kent counties via Centreville and Church Hill. The capital stock is \$500,000.

**New Orleans, La.**—An ordinance has been introduced in the city council authorizing the city comptroller to advertise for proposals for a franchise to build a belt railroad.

**New Orleans, La.**—The Jefferson Avenue Railroad Co. has been chartered by William N. Louque, William Cummings, Henry V. Deckbar and others to build a railroad to Kenner. The capital stock is \$500,000.

**Sheffield, Ala.**—The Colbert Shoals & Western Alabama Railroad Co. is to be chartered to build a railroad from the south bank of the Tennessee river in a southwesterly direction to the Mississippi line.

**Tyler, Texas.**—In reference to broadening the gage of the Tyler Southeastern Railroad, J. A. Edson, general superintendent, writes that the company has no such intention at present.

**Rock Ledge, Fla.**—The Rock Ledge Railway & Improvement Co. will build about ten miles of railroad.

**San Antonio, Texas.**—A surveying corps with John Tobin as chief engineer has commenced surveying the proposed International & Great Southern Railroad. The road is projected from San Antonio via Brownsville to Tampico, Mexico.

**Wichita Falls, Texas.**—The Wichita Falls Railroad Co. has been chartered by A. D. Goodenough, of Henrietta; M. Lasker, of Galveston; R. M. Moore, of Wichita Falls, and others to build a railroad from Wichita Falls to Henrietta. The road is to be operated by the Missouri, Kansas & Texas Railroad.

**Wilmington, N. C.**—The plan of reorganization for the Cape Fear & Yadkin Valley Railroad will provide for a 23-mile extension to Southport, N. C. Gen. John Gill, of Baltimore, receiver, can give information.

##### Electric Railways.

**Alvin, Texas.**—The building of an electrical railroad from Alvin to Velasco is proposed. W. A. Rowan, of Alvin, can give information.

**Baltimore, Md.**—The City Passenger Railway Co. will soon commence extending its road to Clifton.

**Crisfield, Md.**—A company is being formed to build an electrical railroad.

**Jackson, Tenn.**—It is contemplated to reorganize the Jackson & Suburban Street Railroad Co. and change its road to electric power. P. J. Murray can be addressed.

**Nashville, Tenn.**—The Nashville Traction Co. has been chartered and will purchase and rebuild the Overland Railroad. Frederick W. Hunter will be president of the company; James Compton, vice-president, and Thomas Taylor, secretary.

**New Orleans, La.**—The St. Charles Street Railway Co. has applied for franchise to change its motive power to electricity.

**Raleigh, N. C.**—The sale of the Raleigh Street Railway to Dr. McAden, of Charlotte, and others has been confirmed. Improvements will be made.

**Tampa, Fla.**—J. Rush Ritter, of Philadelphia, Pa., has purchased the Tampa Electric Railroad for \$70,055.

#### MACHINERY WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

**Air Compressors and Drills.**—See "mining machinery."

**Automatic Sprinklers.**—Sydnor & Shepard, Richmond, Va., are in the market for several hundred automatic sprinklers and want the closest cash prices.

**Belting.**—Chas. R. Illyes, Seale, Ala., wants cash prices on belting.

**Bicycle Parts.**—G. S. Maxwell, Louisville, Ky., wants to buy bicycle parts ready for assembling.

**Boiler.**—A. H. Pearce, Alachua, Fla., will soon need a boiler.

**Boiler.**—The Sturgis Coal & Coke Co., Sturgis, Ky., will buy a boiler.

**Boiler.**—A thirty horse-power boiler will be needed next fall or spring at Columbia, Ala. Address the mayor.

**Boiler and Engine.**—The Carroll Electric Light & Power Co., Westminster, Md., wants a seventy-five or 100 horse-power engine and a fifty or seventy-five horse-power boiler.

**Boilers and Engines.**—See "drilling plant."

**Bridge.**—Bids will be received until July 1 for the construction of a double track bridge, with sidewalk, for Cherokee county, N. C. Address W. M. West, chairman, Murphy, N. C.

**Broom Supplies.**—The Taylor Manufacturing Co., Wilmington, N. C., wants to correspond with dealers in broom and corn and supplies.

**Broom Machinery.**—Geo. J. Green, Jackson, Miss., wants to correspond with manufacturers of broom machinery.

**Canning Machinery.**—The Gulf City Canning Co., Gulf City, Fla., wants complete outfit of machinery for canning 2500 two-pound cans daily. Address Ben F. Moody, president.

**Cars.**—The Sturgis Coal & Coke Co., Sturgis, Ky., will buy mine cars.

**Confectionery Machinery.**—The G. A. Duerler Manufacturing Co., San Antonio, Texas, may possibly want confectionery machinery.

**Conveying Machinery.**—T. M. Swift, Elberton, Ga., wants to buy a trolley for loading stone from quarry to cars to save handling.

**Conveyor.**—Leroy N. Pearce, Alachua, Fla.



wants a conveyor for carrying Sea Island cotton-seed.

**Cotton Gin.**—Chas. R. Illyes, Seale, Ala., wants cash prices on complete cotton-gin equipment.

**Crusher.**—The city council of Columbus, Ga., has adopted a resolution appropriating \$3000 for the purchase of a stone-crusher. Address the mayor.

**Cutting Machine.**—Charles Kingsley, Bloomingdale, Fla., wants a machine for cutting the "bagasse" from sugar mill.

**Drill.**—H. C. H. Palmer, 82 South Highland avenue, Sing Sing, N. Y., wants to buy a hand-power core drill for prospecting; second-hand one would answer.

**Drilling Plants (Air and Electric).**—C. G. Memminger, Sewanee, Tenn., wants specifications and bids (in detail) for an electric drilling plant complete, ten one-and-one-half-inch percussion drills, generator, engines and boilers, etc.; also wants specifications and bids (in detail) on a compressed air drilling plant, ten one-and-one-half-inch percussion drills, including air compressor.

**Drills.**—Chas. S. Steele, Cleveland, Tenn., wants to purchase a hand-power core drill (second-hand).

**Dump-cars.**—The Globe Phosphate Mining & Manufacturing Co., Ocala, Fla., wants to buy good dump cars of fifteen to twenty yards capacity.

**Dynamo.**—The Carroll Electric Light & Power Co., Westminster, Md., wants a 750-light dynamo.

**Electric Generator.**—See "drilling plants."

**Electric-plant Machinery.**—John H. Record, Bel-air, Md., will need electric-light and power machinery.

**Electric-light Plant.**—The clerk to city council, Alexandria, La., has been instructed to advertise for bids on lighting the city by electricity.

**Elevator.**—Jeremiah O'Rourke, Washington, D. C., will receive sealed proposals until June 23 for the putting in of one passenger elevator at the courthouse and postoffice building at Birmingham, Ala., and one at El Paso, Texas. See advertisements in MANUFACTURERS' RECORD.

**Engine.**—See "threshing machine."

**Engine.**—A. H. Pearce, Alachua, Fla., will soon need an engine.

**Engine.**—Chas. R. Illyes, Seale, Ala., wants cash prices on thirty to forty horse-power engine.

**Engine.**—Box 155, Frederick, Md., wants a second-hand fifteen to twenty horse-power upright or horizontal engine.

**Evaporator, etc.**—J. P. Mauney, Silver Springs, Miss., wants evaporating pan and furnace; terms to be spot cash.

**Excelsior Machinery.**—Geo. J. Green, Jackson, Miss., wants to correspond with manufacturers of excelsior machinery.

**Furniture Machinery.**—P. H. Morris, Asheboro, N. C., will want furniture machinery.

**Gas Engine.**—V. 534, Sun Office, Baltimore, Md., wants a twelve to twenty horse-power gas engine (second-hand) cheap for cash.

**Grist-mill Machinery.**—A. H. Pearce, Alachua, Fla., will soon need grist-mill machinery.

**Grist Mill.**—Geo. E. Lum, Montgomery, Ala., wants a grist mill in good order.

**Grist Mill.**—Chas. R. Illyes, Seale, Ala., wants cash prices on complete grist-mill equipment.

**Hoisting Engine.**—See "mining machinery."

**Ice Machinery.**—Manufacturers of ice machinery would probably find it of interest to correspond with Law & Trammell, of Brooksville, Fla.

**Locomotive.**—Law & Trammell, Brooksville, Fla., want a dummy engine for tramroad (second-hand one preferred).

**Locomotive.**—The Marion Phosphate Co., Savannah, Ga., wants a second-hand saddle-tank locomotive, cylinders about 7x12, three-foot gage. See advertisement in MANUFACTURERS' RECORD.

**Match Machinery.**—J. M. Tindel, 68 Constance street, New Orleans, La., wants price lists and description of machinery for making friction matches.

**Mining Machinery.**—A. A. Laney, Monroe, N. C., wants machinery for gold-mining.

**Mining Machinery.**—The Sturgis Coal & Coke Co., Sturgis, Ky., will buy mining machinery, hoisting engine, air compressors, air drills, weighing machinery, etc.

**Paint Machinery.**—John W. Huger, Box 285, Savannah, Ga., wants information regarding the manufacture of paint, cost of machinery, etc.

**Power Plant.**—McClure & Grenamyer, Fayetteville, N. C., want to know the cheapest method of obtaining from one-half to five horse power to run a ventilating and carding machine.

**Printing Outfit.**—Bids are wanted on a newspaper plant for seven-column paper and job office; also for seven-column paper, Army press 16½x22½ complete, with fifty pounds extra of brevier for making up tax-sale list, etc.; also seven-column folio 24x35. Address clerk of Circuit Court, Inverness, Fla.

**Pulley.**—Geo. E. Lum, Montgomery, Ala., wants a 36-inch top-runner pulley.

**Pulley.**—Box 155, Frederick, Md., wants an iron pulley 40x8, 1 15-16 bore.

**Rails.**—The Indian Creek Mining Co., Johnson City, Tenn., will require five or six tons light T rails (sixteen to twenty pounds); good second-hand rails will do.

**Rails.**—The Globe Phosphate Mining & Manufacturing Co., Ocala, Fla., wants to buy steel rails of fifty to sixty pounds weight, with splices, bolts, nuts, spikes, etc.; good second-hand material would do.

**Rails, etc.**—Wanted, good second-hand steel rails, splices, nuts, bolts and spikes; also general railroad-equipment supplies. Address H, Box 60, Ocala, Fla.

**Rails, etc.**—The Donelson Lumber Co., Donelsonville, Ga., will want for immediate delivery five miles of 30-pound relaying rails, with plates, bolts, spikes, etc. Quote cash prices.

**Roofing.**—Chas. R. Illyes, Seale, Ala., wants cash prices on fire-proof roofing.

**Roofing.**—Harrison & Summers, Alachua, Fla., will buy iron roofing.

**Saw.**—Law & Trammell, Brooksville, Fla., will want a band saw.

**Sawing Machine.**—The Cherokee Coal & Lumber Co., Atlanta, Ga., wants a new or second-hand rift-sawing machine for making edge-grain flooring.

**Saw mill Machinery.**—A. H. Pearce, Alachua, Fla., wants saw mill machinery.

**Scales or Weighing Machinery.**—See "mining machinery."

**Sewing Machine.**—The Cuero Cotton Oil Co., Cuero, Texas, wants a machine for sewing camels'-hair press cloth.

**Soda-water Machinery.**—The G. A. Duerler Manufacturing Co., San Antonio, Texas, may possibly want soda-water machinery.

**Starch Machinery.**—The Bailey-Lebby Co., Charleston, S. C., is in the market for a complete plant (except power) for making starch from potatoes; capacity to be one ton per ten hours.

**Telephone Equipment.**—The Middlebrook Telephone Co., Middlebrook, Va., wants to purchase complete equipment for telephone system.

**Telephone Supplies.**—The Chester Telephone Co., Chester, S. C., will need wire magneto phones, galvanized steel wire No. 14, etc. Address A. W. Love, manager.

**Telephone System.**—W. A. Taylor, Danville, Va., promoter of the Danville Telephone Co., is open for bids on the construction complete of a telephone system.

**Threshing Machine.**—J. B. Olgers, Jr., Sutherland, Va., will want a threshing separator and engine.

**Tobacco Machinery.**—The Calhoun Land & Tobacco Co., Calhoun, La., wants machinery for manufacturing chewing and smoking tobacco; Norris Calhoun, secretary.

**Water Works.**—The clerk to city council, Alexandria, La., has been instructed to advertise for bids on constructing water works.

**Well-drilling Machinery.**—N. J. McArthur, Austin, Texas, desires to correspond with parties who sell artesian-well-boring machinery.

**Wire Hinges.**—J. A. Mongle & Tipton, Elizabeth, Tenn., want to buy a great many thousand special wire hinges.

**Wire Netting.**—R. L. Snape, Moundville, W. Va., wants about 400 feet of wire netting for poultry yard six feet high.

**Woodenware Machinery.**—The Bailey-Lebby Co., Charleston, S. C., is in the market for machinery to make wood butter-dishes.

**Woodworking Machinery.**—Geo. J. Green, Jackson, Miss., wants to correspond with manufacturers of spoke and handle machinery.

**Woodworking Machinery.**—V. 534, Sun Office, Baltimore, Md., wants second-hand swing, band and rip saws, pony planer, jointer, etc.

**Woodworking Machinery.**—Hardy & Holmes, Christie, Va., are in the market for machinery to manufacture bobbin-heads and shuttle-blocks.

The Danville Roller Covering Works, of Danville, Va., is in the market for all kinds of old rawhide pickers from mills and most all kinds of mill waste.

## TRADE NOTES.

THE D. Trainer & Sons Manufacturing Co., of Trainer, Pa., has ordered the "vertical" type of Aerophor air-moistening machines for its weaving room.

A NEW Marion steam shovel of 900 cubic yards capacity daily, a five-and-a-half-ton locomotive and fifteen side-dump cars, rails, etc., now in Florida, are being offered for sale cheap in our advertising columns. See card of "Syracuse, N. Y."

THE exclusive agency for the sale of the Sterling emery wheel in the New York market has been given to Mr. L. Best, selling agent, of 174 Fulton street New York city. Mr. Best's store

will continue to maintain the reputation it has had in the past as being headquarters for everything in the emery-wheel line. Emery or corundum wheels, emery-grinding machinery, polishing supplies, etc., always on hand.

THE town of Plaquemine, La., is having some modern fire apparatus built at the shops of the Gleason & Bailey Manufacturing Co., of Seneca Falls, N. Y. The company also has under construction a crane-neck fire engine for West Groton, Mass.

A LETTER from Mr. J. J. McBride, superintendent of the Niagara Cotton Batting Co., of Lockport, N. Y., to the Danville Roller Covering Works, of Danville, Va., says: "I have made a special trial with rolls covered in your shops. Inclosed find sample of No. 42 yarn spun by same, which speaks louder than words." The sample as shown is a particularly fine piece of work, showing an evenness and finish of decided merit.

THE Charlotte Supply Co., of Charlotte, N. C., is putting in machinery for the repair of leather belting and for the manufacture of loom strapping. This company will start its leather belting branch in a small way, which may, perhaps, lead into something larger. The lack of leather-belting manufacturers throughout the South makes it necessary when repairs are needed to ship belting North, which is expensive and entails loss of time. This the Charlotte Supply Co. intends to make unnecessary, as it will be prepared to fill orders of this kind.

THE buzz of activity at the works of the G. H. Bushnell Press Co., at Thompsonville, Conn., is indicative of anything but hard times. This company manufactures a line of presses and oil-mill machinery, and at present is exceedingly busy filling orders for machinery in the latter class. Some contracts are for complete oil-mill equipments to be shipped to Mexico and Texas and other Southern States. The American Cotton Oil Co. has also given the Bushnell Company a large order. Mr. James A. Colvin, proprietor of the Bushnell Press Co., has lately placed in his plant a large engine lathe and planers to facilitate manufacturing.

A BUREAU of inspection for steel castings is being established by H. L. Gantt, consulting engineer, 316 Walnut street, Philadelphia, Pa. The extensive use of steel castings in the construction of machinery makes a thorough inspection necessary. Mr. Gantt was for five years in charge of the casting department of the Midvale Steel Co., and is familiar with the practical details of the manufacture of steel castings. Having kept a complete system of records for several years of the results given by castings of different compositions in different classes of work, he is qualified and prepared to furnish specifications for and inspect steel castings of all kinds.

CAPT. JOHN STRECKFUS, owner, master and manager of the steamer "Verne Swain," which runs in the Acme Packet Co. between Lyons, Fulton, Clinton, Rock Island and Davenport, on the upper Mississippi river, writes to the American Ship Windlass Co., of Providence, R. I., as follows in regard to a small steam capstan which this company lately furnished for his steamer: "Enclosed please find draft in payment of the capstan purchased of you, and in regard to same would say that we remit for the capstan cheerfully, as same proves to our entire satisfaction." It is the same old story wherever the "Providence" capstans are concerned. The small steam capstans made by this company are peculiarly adapted for light steamers on shallow streams.

## Literary Notes.

THE TEXTILE MANUFACTURERS' DIRECTORY OF THE UNITED STATES AND CANADA. 500 pages. H. H. Babcock, 320 Broadway, New York city, publisher.

This publication is most handy as a reference book of the companies and firms engaged in the manufacture of textile goods, and also of brokers in the raw materials, commission merchants, dyers, bleachers, etc., of which it gives a complete list. The utmost care is used in the compilation of these records, so that the directory may be as complete and up to date as possible. This is the twenty-fourth edition of the directory.

THE schooner Nellie W. Howlett sailed from Port Tampa on the 7th inst. for Philadelphia with a cargo of 827 tons of phosphate from the Florida Phosphate Co., Limited, of Phosphoria. The British steamship Cresswell arrived on the 7th inst. from Philadelphia and will take a cargo of 2500 tons of phosphate from William Bradley's mines in Hernando.

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READ HOUSE, Chattanooga, Tenn., is one of the most favorably-known hotels in the South; attested by its register record; second to none in the number of names enrolled therein daily. Its situation immediately in front of the union depot, and at the same time in the centre of the business portion of the city, makes it at all times the commandant of the patronage of the tourist as well as commercial man, who have made it headquarters in Chattanooga for years. We bespeak for the Read continued popularity.

THE "Air Line Limited" 3 o'clock express on the New York & New England road, between Boston and New York, is no longer the "white train." It has recently been overhauled at the Norwood repair shops, and now appears in the handsome, dark, regulation Pullman color. Incidentally it has been equipped throughout with Pullman vestibules. Leaving either city in the middle of the afternoon, it reaches its destination in time for supper or for the evening's amusement.



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W., Mayor. .... 21 Hutchisson, James F. .... 6 Hyde, George A. .... 24	<b>I</b> Illinois Central Railroad Co. .... 37 India Alkali Works. .... 34 Ingersoll-Sergeant Drill Co. .... 40 Ingham, George. .... 34	<b>J</b> "J." .... 22 James & Co. .... 17 Jarden Brick Co. .... 17 Jeffrey Mfg. Co. .... 11 Jenkins & Cochran. .... 25 Johns, H. W., Mfg. Co. .... 21 Johnston, C. A. .... 6 Jory & Co. .... 24	<b>K</b> Kells & Sons. .... 6 Kelly, O. S., Co. .... 19 Kent, R. S., & Co. .... 40 Kilbourne & Jacob Mfg. Co. .... 24 Kilburn, Lincoln & Co. .... 24 Kimes, J. B., & Co. .... 26 Kingsland & Douglas Mfg. Co. .... 30, 34	<b>L</b> Lake, J. H. & D. Co. .... 35 Land, M. W., & B. F. Cox. .... 6 Landis Brothers. .... 8 Landreth, Olin H. .... 6 Lane Manufacturing Co. .... 29 Leesburg Development Co. .... 22 Leffel, James, & Co. .... 33 Lehmann & Glaser. .... 6 Lidgerwood Manufacturing Co. .... 17 Liggett Spring & Axle Co. .... 20 Linham Dado Machine Co. .... 30 Link-Belt Engineering Co. .... 11 Lockwood, J. E. .... 6 Lodge & Shipley Mch. Tool Co. .... 23 Lombard, Geo. R., & Co. .... 12 Long & Alstater Co. .... 12 Lookout Steam Boiler Works. .... 14 Lowell Machine Shop. .... 34 "L." P. O. Box 542. .... 22 Lubrolene Oil Co. .... 35 Ludlow-Saylor Wire Co. .... 10 Ludlow Valve Mfg. Co. .... 32 Lum, George E. .... 9 Lyon, A. I. .... 30	<b>M</b> Main Belting Co. .... 11 Makepeace, C. R., & Co. .... 6	<b>M</b> Males, A. S., & Co. .... 23 Mann & Co. .... 24 Marion Phosphate Co. .... 24 Marion Steam Shovel Co. .... 2 Marye, Philip T. .... 6 Maryland Trust Co. .... 21 Mason Machine Works. .... 34 Matthai, Ingram & Co. .... 4 McAnulty Mill Furnishing Co. .... 9 McBride, A. J. .... 22 McCleery & Co. .... 32 McCully, R. .... 19 McDonald & Harvey Co. .... 27 McDonald, T. C., & Bro. .... 27 McDowell, Hamilton. .... 10 McGowan, John H., Co. .... 32 McLanahan & Stone. .... 20 McLauthlin, Geo. T., & Co. .... 18 Mecklenburg Iron Works. .... 18 Mercantile Trust & Deposit Co. .... 21 Merchant & Co. .... 26 Merchants & Miners' Transp. Co. .... 37 Messer, W. L. .... 12 Metallic Drawing Roll Co. .... 35 Meyers, Fred. J., Mfg. Co. .... 10 Michigan Brick & Tile Machine Co. .... 39 Middendorf, Oliver & Co. .... 21 Miles, Frank T., Co. .... 12 Miller Electrical Works. .... 39 Miller, Lewis J. .... 15 Miller, O. A. .... 26 Milner & Kettig Co., The. .... 2 Milton Mfg. Co. .... 13 Minnigerode, Wm. .... 23 Monash, C. P., Manager. .... 9 Monroe Mfg. Co. .... 33 Montross Metal Roofing Co. .... 27 Moore Mfg. & Foundry Co. .... 9 Moore, Morton K. .... 23 Moore & White Co. .... 18 Morse, Williams & Co. .... 31 Morton, Reed & Co. .... 15 Mundt & Sons. .... 11 Murphy, John, & Co. .... 10 Murray, Dougal & Co., Ltd. .... 4 Murray, James, & Son. .... 18	<b>N</b> National Building Supply Co. .... 6 National Pipe Bending Co. .... 9 Newell Bros. .... 9 New Jersey Car Spring & Rubber Co. .... 9 Newport News Shipbuilding & Dry Dock Co. .... 13 New York Belt'g & Pack'g Co., Ltd. .... 11 New York Equipment Co. .... 23 New York Machinery Depot. .... 23 New York & New England R. R. .... 37 Niagara Stamping & Tool Co. .... 6 Nichols, W. A. .... 22 Nicholson File Co. .... 40 Niernsee & CaMotte. .... 6 Nordyke & Marmon Co. .... 20 Norfolk Supply Co. .... 15 Norfolk & Western Railroad. .... 6 North American Metaline Co. .... 8 Northampton Emery Wheel Co. .... 12 Northrop, A., & Co. .... 26 Norton Emery Wheel Co. .... 12 Norwood Mfg. Co. .... 33 Nurney, John T. .... 22 Nye & Fredrick. .... 34	<b>O</b> Ober Lathe Co. .... 29 Obermayer, S., Co. .... 31 Old Dominion Elec. Cons. Co. .... 39 O'Rourke, Jeremiah, Sup. Archit. .... 21 Osgood & Co. .... 37 Otto Gas Engine Works. .... 20	<b>P</b> Pancoast, Henry B., & Co. .... 13 Paret & Farquhar. .... 6 Parkersburg Engine and Foundry Works. .... 15 Paul, Thos. H., & Son. .... 9 Peacock, George. .... 17 Pen Argyl Iron Works. .... 9 Penn Elevator Engineering Co. .... 31 Pennsylvania Machine Co., Ltd. .... 23 Phelps Bros. & Co. .... 11 Philadelphia Drop Forge Co. .... 12 Philadelphia Eng. Works, Ltd. .... 14 Phila. Textile Machinery Co. .... 34 Phoenix Rubber Co. .... 21 Pickrell, Percy A. .... 21 Piedmont Air Line. .... 6 Place, George, Machine Co. .... 23 P. O. Box 118. .... 22 Porter, H. K., & Co. .... 13 Porter Iron Roofing & Corru. Co. .... 27 Poulter & Co. .... 23 Powell, Wm., Co. .... 17 Powhatan Clay Mfg. Co. .... 40 Pratt, N. P., Laboratory. .... 23 Prentiss Tool & Supply Co. .... 23 Price & Co. .... 25 Price & Heald. .... 25 Pulsometer Steam Pump Co. .... 32	<b>Q</b> Queen City Printing Ink Co. .... 36 Queen City Supply Co. .... 35 Queen & Crescent. .... 37	<b>R</b> Ralston & Co. .... 23 Rand Drill Co. .... 19 Raymond Bros. Impact Pulv. Co. .... 18 Read, Chas. H., Jr. .... 6 Record Printing House. .... 35 Redfield Co. .... 22 Rees, C. B. .... 22 Reith, William. .... 26 Reliance Lumber & Mfg. Co. .... 30 Remington Machine Co. .... 31 Repauno Chemical Co. .... 10 Richardson, C. F., & Son. .... 8 Richmond & York River Line. .... 37 Richmond City Mill Works. .... 33 Richmond Iron Works. .... 26 Richmond Loco. & Mch. Wks. .... 13 Ridgmont Cement & Mfg. Co. .... 6 Ripley, H. C. .... 6 Roanoke Roofing & Met. Cor. Co. .... 27 Robertson, E. C., & Co. .... 24 Robins, A. K., & Co. .... 26 Robinson, J. M., & Co. .... 26 Robinson, Prof. W. Leslie. .... 6 Robinson, Wm. C., & Son. .... 38 Robinson & Orr. .... 23 Rochester Machine Tool Works. .... 9 Rochester Magnesite Co. .... 22	<b>R</b> Rogers, Brown & Co. .... 6 Roots, P. H. & F. M., Co. .... 17 Ross, Josiah. .... 6 Rowley & Hermance Co. .... 29 Ryan-McDonald Mfg. Co. .... 17	<b>S</b> Sanderson, John. .... 6 Sargent, J. Bradford. .... 15 Saunders, D., Sons. .... 12 Scaife, Wm. B., & Sons. .... 31 Schieren, Chas. A., & Co. .... 11 Schofield's Iron Works. .... 14 Schneider & Trenkamp Co. .... 4 Schultz, G. W., & Co. .... 23 Seeley, Elisha B., & Co. .... 39 Seim & Co., Henry. .... 26 Shawhan-Thresher Electric Co. .... 20 Shimer, Samuel J., & Sons. .... 29 Shoemaker, A. T. .... 24 Shultz Belting Co. .... 11 Sims Co., Ltd. .... 8 Sinclair, S. H., Co. .... 32 Situations Wanted. .... 24 Slater Engine Co. .... 16 Smith, A. C., etc., Commissioners. .... 22 Smith-Courtney Co. .... 8 Smith, S. Morgan. .... 33 Smith & Kilby Co. .... 23 Smith Sons Gin & Machine Co. .... 34 Smithers, H. F. .... 23 Snyder, C. R. .... 6 Southern Engineering Co. .... 6 Southern Iron & Equipment Co. .... 23 Southern Lumber Directory. .... 25 Southern Pacific Co. .... 37 Spence, L., & Son. .... 9 Standard Dry-Kiln Co. .... 30 Standard Electric Co. .... 39 Standard Paint Co. .... 27 Starrett, L. S. .... 8 Stebbins, Wallace. .... 13 Stedman's Fdy. & Machine Wks. .... 18 Steel Rail Supply Co. .... 21 Stevens, H., Sons Co. .... 6 Stewart, Jas., & Co. .... 6 Stilwell-Bierce & Smith-Vaile Co. .... 32, 33 Stow Flexible Shaft Co., Ltd. .... 6 Stow Mfg. Co. .... 9 Streeter, Alvin. .... 30 Stuebner, G. L., & Co. .... 18 Sturtevant Mill Co. .... 19 Stuttgart & Arkansas River R. R. .... 22 Sullivan Machinery Co. .... 19 Supplee Steam Engine Co. .... 15 Swan, Chas. F., Co. .... 15 Sweet, B. F. & H. L. .... 30 Sweeton, D. S. .... 13 Sydnor & Shepard. .... 6	<b>T</b> Talbot & Sons Co. .... 15 Tanner, C. W., & Co. .... 24 Taper-Sleeve Pulley Works. .... 18 Taylor, A. W., Land & Lumber Co. .... 22 Texas Iron and Brass Works. .... 8 Thora Shingle & Ornament Co. .... 27 Thurber, C. F. .... 30 Thursby, James E. .... 23 Tilton, W. C. .... 22 Tirrill Gas Machine Co. .... 40 Titus, E. E. .... 9 Todd Lumber & Shifting Works. .... 38 Toomey, Frank. .... 13 Trench, Daniel G., & Co. .... 10 Trenton Iron Co. .... 13 Trevor Mfg. Co. .... 30 Truxal & Dunmeyer Mfg. Co. .... 6 Tudor Boiler Mfg. Co. .... 15 Turman, Solon B. .... 24 Turrell, Clarence A. .... 6 Tyler & de Funiak. .... 6	<b>U</b> Union Foundry & Machine Works. .... 17 Union Iron Works Co. .... 39 United Electric Improvement Co. .... 39 Universal Engineering Co. .... 6 Urie Dredge Mfg. Co. .... 4 U. S. Machine Co. .... 6 U. S. Mineral Wool Co. .... 26	<b>V</b> Vaile & Young. .... 26 Valk & Murdoch Iron Works. .... 15 Valley Railway. .... 15 Van Duzen Gas & Gaso. Eng. Co. .... 9 Van Duzen & Tift Co. .... 32 Van Winkle Gin & Machinery Co. .... 34	<b>W</b> Waco, Texas. .... 24 Wade, B. K. .... 6 Walke, Henry. .... 35 Walker Mfg. Co. .... 8 Walker & Elliott. .... 8 Walsh & Weidner. .... 6 Warfield, S. D., Co. .... 10 Warren Chemical & Mfg. Co. .... 27 Waterman Machine Tool Co. .... 2 Watson, H. F., Co. .... 27 Webster, Warren, & Co. .... 14 Webster Mining & Impr. Co. .... 24 Weir Frog Co. .... 4 Weller Mfg. Co. .... 18 West & Branch. .... 9 Western Maryland Railroad. .... 16 Westinghouse, Church, Kerr & Co. .... 16 Wetzell, H. B. .... 24 Whaley, W. B. Smith, & Co. .... 6 Wheeling & Lake Erie Railway. .... 8 White, Thos. H., & Co. .... 8 White & Middleton Gas Engine Co. .... 14 Whitinsville Spinning Ring Co. .... 35 Wiggins-French Engineering Co. .... 8 Williams, M. F., & Co. .... 18 Williams Bros. .... 32 Williams, John L., & Son. .... 21 Williams, J. R., & Co. .... 26 Williamsport Machine Co. .... 29 Willingham & Co. .... 25 Wilson, C. L. .... 6 Wilson, S. L. .... 21 Winn, L. G., Mfg. Co. .... 24 Wolf, Aug., & Co. .... 20 Wolfenden, Thomas T. .... 35 Wood, R. D., & Co. .... 8 Worthington, Henry R. .... 20 Wrightsville Hardware Co. .... 10	<b>Y</b> Youngstown Bridge Co. .... 31	<b>Z</b> Zastrow, Geo. W. .... 10	<b>Not in this issue.</b>	<b>Not in this issue.</b>	<b>Not in this issue.</b>
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